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# MARINE CORPS AIRCRAFT
# 1913 - 1965

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HEADQUARTERS, U.S. MARINE CORPS
WASHINGTON, D. C.

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# MARINE CORPS AIRCRAFT

## 1913 - 1965

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## Preface

This volume provides a listing and a brief description of the aircraft utilized by the Marine Corps from 1913-1965. It is taken from official records and published as a ready reference for those interested in the historical development of Marine Corps aviation.

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Major General, U. S. Marine Corps
Assistant Chief of Staff, G-3

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MARINE CORPS AIRCRAFT

1913 - 1965

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# MARINE CORPS AIRCRAFT FROM 1913 to 1965

## I - Introduction

### THE RECORD

The pace of Marine Corps Aviation since 1913 parallels the speed of present day aircraft. From the AX-1, the first airplane flown by Marines, to the F-4B, the newest high performance jet, from subsonic to supersonic aircraft, the Marines have been assigned over 430 different models.

Quasi-official records credit Marine pilots with having flown aircraft in assignments such as air races, tests, or special duty. These aircraft do not appear in official status of aircraft reports issued by the Bureau of Aeronautics, the Chief of Naval Operations, or by the Commandant of the Marine Corps. The aircraft listed in this compilation are taken from official records of aircraft assigned to Marine Aviation.

The chronological list of aircraft used by Marine Aviation for the period 1913-1965 lists the designation, type, year, manufacturer, common name, engine type, horsepower, and dimensions. The omission of a year in the master chronology indicates that no new types were received within that year. The inclusive dates within which models of particular aircraft were used is not shown.

### DESIGNATING AIRCRAFT: THE LETTER SYSTEM

In the early phase of Marine Corps Aviation there was no precise method of designating aircraft. Planes were assigned letters and numbers at random which neither clarified the type of plane nor identified its manufacturer. An example in point is the HS-2L, a patrol flying boat manufactured by Curtiss; Lowe, Willard, and Fowler; and others. The designation used then did not reveal the type of aircraft or its manufacturer.

By 1922 a lettering system was devised whereby the first letter indicated the manufacturer, the second letter the type of plane, and a number appended which stood for the modification of the aircraft, e.g.: a UO-1 was a (U) Vought, (O) Observation plane, and (-1) the first modification (not to be confused with the UO-1 assigned in 1960, a twin-engined Piper Aztec, the (U) in this case stands for utility, the (O) for Piper). A number inserted between the manufacturer and type stood for the order or model number of the designer's aircraft in the same class, (the first design numeral "1" is always omitted), e.g.: U2O-1 indicates this designation was a (U) Vought, (2) - second model of its class, (O) - Observation

plane, (1) - first modification.

In 1923 the system was revised so that the manufacturer's and type letters were reversed. The numbering system remained the same. This system is virtually the same today except that suffixes have been added when aircraft have been equipped for special missions or have peculiar modifications, e.g.: an F7F-2P indicates the aircraft is a (F) - Fighter, (7) - seventh model of its class, by (F) - Grumman, (2) - second modification, equipped for (P) - photographic missions. A suffix letter indicates that modifications are of a permanent nature and limit or augment the primary mission. (Also see Appendix 2.)

In 1962 the Defense Department instituted another change in the system in order to establish an armed forces wide method of identifying service aircraft. The new system is substantially the same as that used by the United States Air Force since the 1920's but modified to reflect current needs. The new rationale is outlined in Appendix 3. The changes required by the new procedure are reflected in the dual identifiers scattered through the list beginning at entry 194. The plural designations are assigned to those aircraft either on hand or programmed at the time of the change.

## MANUFACTURERS CODE

Prior to the 1922-1923 identification system there was no code letter to determine the manufacturer's name. Some aircraft were fabricated by more than one company, e.g.: H-16, HS, F-6-L, JN, DH, and VE. As late as 1925 the Marines were assigned aircraft which were lettered and numbered by the old method. (See Index III for manufacturer's list.) The omission of a letter from the manufacturer's identification list indicates no letter was assigned to the manufacturer at the time the Marines received the aircraft. The year shown opposite the manufacturer's symbols list indicates the first year that particular manufacturer appeared in the designation of aircraft assigned to the Marines. (See Index 4 for code names.)

## AIRCRAFT CODE NAMES

Before 1942, names given to aircraft were assigned by the aircraft manufacturer and had no official sanction or significance. After 1942, with the exception of helicopters, such names appear consistently, are approved by the armed forces and are employed for identification purposes. Quite often the names help identify the manufacturer. For example, Grumman aircraft are the "Cat" series - Wildcat, Hellcat, Tigercat, Panther, Cougar. The Chance Vought aircraft bear the names of pirates such as Corsair, Buccaneer, Cutlass, and Douglas Aircraft Company leans toward the Sky series - Skytrain, Skyraider, Skyhawk, Skyknight, and Skymaster.

## SEAPLANES

The term - convertible - used under type aircraft indicates that the standard landing gear may be removed and be replaced with floats for utilization aboard battleships or cruisers.

The essential difference between seaplanes is in the fuselage itself. "Seaplane" is the generic term under which various categories of flying boats, float planes, and outriggers are placed. The flying boat is basically a seaplane with a boat hull fuselage. The float plane type has a main float attached to the fuselage by struts and an outrigger float under each wing. Some seaplane types had two floats and no outriggers for buoyancy. The Grumman "Duck" (see number 111) had its main float joined to the fuselage and was a boat hulled seaplane.

## ENGINES

Engines used in Marine aircraft range from the Curtiss in-line 90 hp used in the early period to the high thrust jets with afterburner. The letter preceding the engine describes the type engine used: R - radial, O - opposed, H - two rows of over and under cylinders, L-in-line, V-angled, opposing cylinders, and J-Jet.

The radials which predominate throughout the 48 year period run in series from the 5 cylinder Kinners to the 28 cylinder Pratt & Whitney R-4360's.

The number after the engine letter refers to the cubic displacement of cylinders and not to horsepower (i.e., - R-2800). The number and letter code after cubic displacement usually indicates a modification such as attached cooling fins, water injection, or other refinement, (i.e., - R-2800-32W). In the case of jet engines, the number is assigned by sequence and does not indicate thrust or power, it serves only as identification for that specific engine.

Modifications of some aircraft engines made them interchangeable. To resolve confict during the course of research the manufacturers specifications are used.

The dimensions as listed have been rounded off to the nearest whole number for simplification.

## GLIDERS, DRONES, BLIMPS, AND FREE BALLOONS

Gliders, drones, blimps, and free balloons have not been tabulated in this compilation. The mission and service tour of these craft was tangential to the primary mission of Marine Aviation.

In 1918 the Caquot "M" Kite, a 2-crew observation balloon, was borrowed from the British government and used briefly for training during World War I.

Between 1942-43, the Marine Corps experimented with gliders in the earliest developmental stages of vertical envelopment. The LNE-1, a training glider, by Gould, the LN3-1, a training glider by Schweitzer, and the LRW-1, a transport glider by Waco, had brief utilization before the glider program was dropped. The use of gliders during wartime was predicated on having a sanitized landing zone with sufficient landing room. In the Pacific War such areas were nonexistent.

Another short-lived, but intermittent program between 1943-45 employed drones such as the TDC-2, a target drone by Culver, the TDN-1, an assault drone by Brunswick-Balke-Collender, and the TD3R-1, an assault drone by Interstate.

The ZP2K and the ZTG patrol and training airships, by Goodyear were assigned to Marine Corps Air Facility, Santa Ana, California, in 1953. However, records indicate they were primarily used for salvage and not for flight training.

| | DESIGNATION | TYPE | YEAR ASSIGNED | MANUFACTURER AND NAME | ENGINE TYPE & HORSEPOWER | DIMENSIONS LENGTH & SPAN | |
|---|---|---|---|---|---|---|---|
| 1. | AX-1 | Bat Boat-1-engine 2 crew, biplane | 1913 | CURTISS | Curtiss 90 h.p. | 27'2" | 37'1" |

The AX-1 was one of the first two aircraft purchased from Curtiss in 1911 for the Navy. Originally it was a land plane designated A-2. Shortly after its acquisition it was equipped to operate from the water. Later the A-2 was converted at the Curtiss factory to operate over water and overland from which capabilities it received the name OWL. After this conversion the A-2 was redesignated E-1 on 22 September 1913. When the system of aircraft designation was changed by General Order No. 88 dated 27 March 1914 the E-1 became the AX-1.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 2. | JN-4B | Trainer, 1 engine, 2 crew, biplane | 1917 | Curtiss "Jenny" | Curtiss DXX 100 h.p. | 27'4" | 43'3" |
| 3. | H-12 | Patrol, 2 engine, 2 crew, biplane, flying boat | 1918 | Curtiss | 2 Liberty 12 cyl. 300 h.p. | 46'1" | 95' |
| 4. | H-16 | Patrol, 2 engine, 2 crew, 4 place, biplane flying boat | 1918 | Curtiss, Naval Aircraft factory, and others. | 2 Liberty 12 cyl. 300 h.p. | 46'1" | 95' |
| 5. | HS-2 | Patrol, 1 engine, 2 crew, biplane, flying boat | 1918 | Curtiss, Standard, Naval Aircraft factory; Lowe, Willard, and Fowler; and others. | Liberty 12 cyl. 330 h.p. | 39' | 74' |
| 6. | HS-2L | Patrol, 1 engine, 2 crew, biplane | 1918 | Curtiss; Lowe, Willard, and Fowler; and others. | Liberty 12 cyl. 360 h.p. | 39' | 74' |
| 7. | Kirkham Fighter | Experimental fighter, 1 engine, 2 place, triplane | 1918 | Curtiss | Kirkham 400 h.p. | 23'4" | 31'10" |
| 8. | N-9 | Trainer, 1 engine, 2 place, 1 float, biplane, seaplane | 1918 | Curtiss; Burgess | Curtiss h.p. | 30'10" | 53'4" |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 9. | R-6 | Trainer, 1 engine, 2 place, biplane, seaplane | 1918 | Curtiss | Curtiss V-2 200 h.p. | 33'5" | 57'1" |
| 10. | DH-4 | Observation, 1 engine, 2-crew, biplane | 1920 | Dayton-Wright | Liberty 12 cyl. 360 h.p. | 30'2" | 42'6" |
| 11. | DH-4B | Observation, 1-engine, 2-crew, biplane | 1920 | U. S. Army | Liberty 12 cyl. 400 h.p. | 30'2" | 42'6" |
| 12. | E-1 "M" Defense | Fighter, 1-engine, biplane | 1920 | Standard | LeRhone 80 h.p. | 18'11" | 24' |
| 13. | HS-1 | Patrol, 1-engine, 2-crew, biplane, flying boat | 1920 | Curtiss | Liberty 12 cyl. 360 h.p. | 38'6" | 62'1" |
| 14. | JN-4 | Trainer, 1-engine, 2-crew, biplane | 1920 | Curtiss "Jenny" | Curtiss OXX 100 h.p. | 27'1" | 43'7" |
| 15. | JN-6-HG-1 | Trainer, 1-engine, 2-crew, biplane | 1920 | Curtiss "Jenny" | Hispano 150 h.p. | 27' | 43'3" |
| 16. | VE-7 | Trainer, 1-engine, 2-crew, biplane | 1920 | Lewis and Vought | Hispano E-2 180 h.p. | 24'5" | 34'1" |
| 17. | Fokker C-1 | Fighter, 1-engine, 2-crew, biplane | 1921 | Netherlands Aircraft Company | B.M.W. 243 h.p. | 23'8" | 34'10" |
| 18. | Fokker D-7 | Fighter, 1-engine, 1-crew, biplane | 1921 | Fokker | Packard 350 h.p. | 23' | 27'6" |
| 19. | VE-7G | Trainer, 1-engine, 2-crew, biplane, seaplane | 1921 | Naval Aircraft Factory | Hispano E-2 180 h.p. | 24'5" | 34'1" |
| 20. | VE-7SF | Fighter trainer, 1-engine, 1-crew, land, biplane | 1921 | Vought | Hispano E-2 180 h.p. | 24'5" | 34'1" |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 21. | DH-4B-1 | Observation, 1-engine, 2-crew, biplane | 1922 | U. S. Army | Liberty 12 cyl. 400 h.p. | 30'2" | 42'6" |
| 22. | F-5--L | Patrol bomber & scout, 2-engine, 2-crew, 5-place, biplane, flying boat | 1922 | Naval Aircraft Factory; Curtiss; and others | 2 Liberty 12 cyl. 360 h.p. | 49'4" | 103'9" |
| 23. | MB-3 | Fighter, 1-engine, 1-crew, biplane | 1922 | Thomas-Morse | Hispano 300 h.p. | 20' | 26' |
| 24. | MBT | Torpedo bomber, 2-engine, 3-crew, biplane | 1922 | Martin | 2 Liberty 12 cyl. 400 h.p. | 46'4" | 71'5" |
| 25. | MT | Torpedo bomber, 2-engine, 3-crew, biplane | 1922 | Martin | 2 Liberty 12 cyl. 400 h.p. | 46'6" | 71'5" |
| 26. | DT-2 | Torpedo bomber, 1-engine, convertible (land or sea), biplane | 1923 | Douglas; Naval Aircraft Factory; Lowe, Willard, and Fowler | Liberty 12 cyl. 450 h.p. | 37'8" | 50' |
| 27. | JN-4H | Trainer, 1-engine, 2-crew, biplane | 1923 | Curtiss "Jenny" | Hispano Suiza 150 h.p. | 27' | 43'8" |
| 28. | T3M-1 | Torpedo bomber, 1-engine, 3-crew, 2-float, convertible, lower wing had wider span | 1923 | Martin | Wright 575 h.p. | 42'9" | 56'7" |
| 29. | VE-9 | Observation, 1-engine, 2-crew, biplane | 1923 | Vought | Wright E-3 180 h.p. | 24'6" | 34'1" |
| 30. | DH-4B-2 | Observation, 1-engine, 2-crew, biplane | 1925 | Naval Aircraft Factory | Liberty 12 cyl. 400 h.p. | 30'2" | 42'5" |
| 31. | JN-6H | Trainer, 1-engine, 2-crew, biplane | 1925 | Curtiss "Jenny" | Hispano 180 h.p. | 26'11" | 43'7" |
| 32. | JN-6H-B | Same configuration as number 31. | | | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 33. | O2B-1 | Observation, 1-engine, 2-crew, biplane | 1925 | Boeing | Liberty 400 h.p. | 30'2" | 42'6" |
| 34. | TW-3 | Trainer, 1-engine, 2-crew, 1-float, biplane, convertible | 1925 | Dayton Wright "Chummy" | Wright 180 h.p. | 25'11" | 34'10" |
| 35. | VE-7H | Trainer, 1-engine, 2-crew, 1-float, biplane, seaplane | 1925 | Vought | Wright E-2 180 h.p. | 24'5" | 34'2" |
| 36. | F6C-3 | Fighter, 1-engine, 1-crew, 2-float, biplane convertible | 1926 | Curtiss "Hawk" | Curtiss D-12 400 h.p. | 22'8" | 31'6" |
| 37. | FB-1 | Fighter, 1-engine, 1-crew, biplane | 1926 | Boeing | Curtiss D-12 400 h.p. | 23'6" | 32' |
| 38. | NB-1 | Trainer, 1-engine, 2-crew, 1-float, biplane, convertible | 1926 | Boeing | Wright J-4 200 h.p. | 28'9" | 36'10" |
| 39. | NB-2 | Trainer, 1-engine, 2-crew, 1-float, biplane, convertible. | 1926 | Boeing | Wright E-4 180 h.p. | 28'9" | 36'10" |
| 40. | NY-1 | Trainer, 1-engine, 2-crew, 1-float, biplane, convertible | 1926 | Consolidated | Wright J-5 200 h.p. | 31'5" | 34'6" |
| 41. | OD-1 | Observation, 1-engine, 2-crew, biplane | 1926 | Douglas | Packard 1A-1500 500 h.p. | 28'8" | 39'8" |
| 42. | OL-2 | Observation, 1-engine, 2-crew, biplane | 1926 | Loening | Liberty 400 h.p. | 33'10" | 45' |
| 43. | XS-1 | Scout, 1-engine, 1-crew, 2-float, biplane, seaplane | 1926 | Cox-Klemin | Kinner, 5 RA 84 h.p. | 18'2" | 18' |

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|---|---|---|---|---|---|---|---|
| 44. | F6C-1 | Fighter, 1-engine, 2-crew, 2 float, biplane, convertible | 1927 | Curtiss "Hawk" | Curtiss D-12 400 h.p. | 22'8" | 31'6" |
| 45. | F6C-4 | Fighter, 1-engine, 2-crew, 2-float, biplane, convertible | 1927 | Curtiss "Hawk" | Pratt & Whitney R-1340 410 h.p. | 22'5" | 31'6" |
| 46. | O2U-1 | Observation, 1-engine, 2-crew, 1-float, biplane, convertible | 1927 | Vought "Corsair" | Pratt & Whitney R-1300 425 h.p. | 24'8" | 34'6" |
| 47. | OL-4 | Observation, 1-engine, 3-crew, biplane, amphibian | 1927 | Loening | Liberty 400 h.p. | 35'1" | 45' |
| 48. | OL-6 | Observation, 1-engine, 3-crew, biplane, amphibian | 1927 | Loening | Packard 2A-1500 475 h.p. | 35'4" | 45' |
| 49. | TA-1 | Transport, 3-engine, 2-crew, high wing monoplane | 1927 | Atlantic; Fokker | 3 Wright J-5 220 h.p. | 49'1" | 63'4" |
| 50. | XF6C-5 | Experimental fighter, 1-engine, 1-crew, 2-float, biplane, convertible | 1927 | Curtiss "Hawk" | Pratt & Whitney R-1700 525 h.p. | 25'5" | 31'6" |
| 51. | F7C-1 | Fighter, 1-engine, 1-crew, 1-float, convertible | 1928 | Curtiss "Sea Hawk" | Pratt & Whitney R-1340-B 450 h.p. | 22'2" | 32'8" |
| 52. | F8C-1 | Fighter, 1-engine, 2-crew, biplane | 1928 | Curtiss "Helldiver" | Pratt & Whitney R-1340-B 450 h.p. | 25'11" | 32' |
| 53. | F8C-3 | Same configuration as number 52. | | | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 54. | NY-1B | Trainer, 1-engine, 2-crew, 1-float, biplane, convertible | 1928 | Consolidated | Wright J-5 220 h.p. | 31'4" | 34'6" |
| 55. | O2B-2 | Observation, 1-engine, 2-crew, biplane | 1928 | Naval Aircraft Factory | Liberty 400 h.p. | 30'1" | 42'5" |
| 56. | OC-1 | Observation, 1-engine, 2-crew, biplane | 1928 | Curtiss "Falcon" (redesignated from F8C-1) | Pratt & Whitney R-1340 410 h.p. | 28' | 38' |
| 57. | OC-2 | Same configuration as number 56. | | | | | |
| 58. | OL-8 | Observation, 1-engine, 2-crew, biplane, amphibian | 1928 | Loening | Pratt & Whitney R-1300 425 h.p. | 34'9" | 45' |
| 59. | TA-2 | Transport, 3-engine, 2-crew, monoplane | 1928 | Atlantic; Fokker | 2 Wright R-790A 300 h.p. 1 Pratt & Whitney 450 h.p. | 48'7" | 72'10" |
| 60. | UO-1 | Observation, 1-engine, 2-crew, 1-float, biplane, convertible | 1928 | Vought "Corsair" | U-8-D 250 h.p. | 29'3" | 34'1" |
| 61. | UO-5 | Observation, 1-engine, 2-crew, biplane, convertible | 1928 | Vought "Corsair" | Wright J-5 220 h.p. | 28'4" | 34'4" |
| 62. | XOL-8 | Experimental observation, 1-engine, 3-crew, biplane, amphibian | 1928 | Loening | Pratt & Whitney R-1300 425 h.p. | 34'9" | 45' |
| 63. | FB-5 | Fighter, 1-engine, 1-crew, biplane | 1929 | Boeing | Packard 2A-1500 475 h.p. | 23'2" | 32' |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 64. | JR-2 | Transport, 3-engine, 2-crew, 10-passenger, high wing monoplane | 1929 | Ford "Tin Goose" | 3 Wright R-790A 300 h.p. | 49'10" | 74' |
| 65. | OL-3 | Observation, 1-engine, 3-crew, biplane, amphibian | 1929 | Loening | Packard 2A-2500 475 h.p. | 35'1" | 45' |
| 66. | XHL-1 | Experimental transport, 1-engine, 2-crew, biplane amphibian cabin-ambulance | 1929 | Loening | Pratt & Whitney R-1690 525 h.p. | 34'9" | 46'10" |
| 67. | F8C-5 | Fighter, 1-engine, 2-crew, biplane | 1930 | Curtiss "Helldiver" | Pratt & Whitney R-1340C 450 h.p. | 25'11" | 32' |
| 68. | Same configuration as number 64. | | | | | | |
| 69. | O2U-4 | Observation, 1-engine, 2-crew, 1-float, biplane, convertible | 1930 | Vought "Corsair" | Pratt & Whitney R-1340C 450 h.p. | 30' | 36' |
| 70. | TA-3 | Transport, 3-engine, 2-crew, high wing monoplane | 1930 | Atlantic; Naval Aircraft Factory | 3 Wright R-975 300 h.p. | 48'1" | 63'4" |
| 71. | XN2B-1 | Experimental trainer, 2-crew, biplane | 1930 | Boeing | Wright R540 165 h.p. | 25'8" | 35' |
| 72. | XOC-3 | Experimental Observation, 1-engine, 2-crew biplane | 1930 | Curtiss "Falcon" | Pratt & Whitney R-1340C 450 h.p. | 28' | 38' |
| 73. | NT-1 | Trainer, 1-engine, 2-crew, biplane | 1931 | New Standard | Kinner K-5 115 h.p. | 24'7" | 30' |
| 74. | O2C-1 | Same configuration as number 67. | | | | | |
| 75. | O3U-2 | Observation, 1-engine 2-crew | 1931 | Vought "Corsair" | Pratt & Whitney R-1690C | 26' | 36' |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 76. | OL-9 | Observation, 1-engine, 2-crew, biplane, amphibian | 1931 | Loening | Pratt & Whitney R-1340C 450 h.p. | 34'9" | 45' |
| 77. | OP-1 | Observation, 1-engine, 2-crew, autogiro | 1931 | Pitcairn | Wright R-975 300 h.p. | 23'1" | Rotor 30'3" |
| 78. | RA-3 | Same configuration as number 70. | | | | | |
| 79. | RC-1 | Transport, 2-engine, 2-crew, ambulance, high wing, boxtail, monoplane | 1931 | Curtiss-Wright "Kingbird" | 2 Wright R-975 300 h.p. | 34'10" | 54'6" |
| 80. | RR-2 | Same configuration as number 64. | | | | | |
| 81. | RR-3 | Transport, 3-engine, 2-crew, 10-passenger, high winged monoplane | 1931 | Ford "Tin Goose" | 3 Pratt & Whitney R-1340-C 450 h.p. | 50'3" | 77'10" |
| 82. | RS-1 | Transport, 2-engine, 2-crew, 7-passenger, high wing, parasol wing, amphibian | 1931 | Sikorsky | 2 Pratt & Whitney R-1860 575 h.p. | 45'2" | 79'9" |
| 83. | RS-3 | Transport, 2-engine, 2-crew, 8-passenger, biplane, amphibian | 1931 | Sikorsky | 2 Pratt & Whitney R-1340-C 450 h.p. | 40'3" | 71'8" |
| 84. | T4M-1 | Torpedo bomber, 1-engine, 3-crew, biplane, convertible | 1931 | Martin | Pratt & Whitney R-1690 525 h.p. | 37'8" | 53' |
| 85. | F4B-4 | Fighter, 1-engine, 1-crew, biplane, land-carrier. | 1932 | Boeing | Pratt & Whitney R-1340-D 500 h.p. | 20'4" | 30' |
| 86. | RR-5 | Same configuration as number 81. | | | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 87. | SU-2 | Scout, 1-engine, 2-crew, biplane, land-carrier | 1932 | Vought "Corsair" (formerly 03U-4) | Pratt & Whitney R-1690-C 600 h.p. | 26' | 36' |
| 88. | F3B-1 | Fighter, 1-engine, 1-crew, 1-float, biplane, convertible, land-battle-ship-carrier | 1933 | Boeing | Pratt & Whitney R-1340-B, 450 h.p. | 24'10" | 33' |
| 89. | N2C-2 | Trainer, 1-engine, 2-crew, biplane, convertible | 1933 | Curtiss "Fledgling" | Wright R-760A 240 h.p. | 27'9" | 39'1" |
| 90. | RE-3 | Transport, 1-engine, 2-crew, 4-passenger, high-wing, monoplane | 1933 | Bellanca "Pacemaker" | Pratt & Whitney R-1340-CD 450 h.p. | 27'10" | 46'4" |
| 91. | SU-3 | Scout, 1-engine, 2-crew, biplane, land-carrier | 1933 | Vought "Corsair" | Pratt & Whitney R-1690C, 600 h.p. | 26' | 36' |
| 92. | F4B-3 | Fighter, 1-engine, 1-crew, biplane, land-carrier | 1934 | Boeing | Pratt & Whitney R-1340D 500 h.p. | 20' | 30' |
| 93. | JF-1 | Utility, 1-engine, 2-crew, biplane, amphibian boat hull | 1934 | Grumman "Duck" | Pratt & Whitney R-1830-62 700 h.p. | 14'4" | 39' |
| 94. | R2D-1 | Transport, 2-engine, 2-crew, 14-passenger, low-wing, monoplane | 1934 | Douglas | 2 Wright R-1820-12 725 h.p. | 62' | 85' |
| 95. | R4C-1 | Transport, 2-engine, 2-crew, 14-passenger, biplane | 1934 | Curtiss-Wright "Condor" | 2 Wright R-1820-12 725 h.p. | 50'3" | 82' |
| 96. | RR-4 | Transport, 3-engine, 2-crew, 10 passenger, all metal cabin, high-wing monoplane | 1934 | Ford "Tin Goose" | 3 Pratt & Whitney R-1340-96 450 h.p. | 50'3" | 77'10" |

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| 97. | SU-1 | Scout, 1-engine, 2-crew, biplane, land-carrier | 1934 | Vought "Corsair" (redesignated from 03U-2) | Pratt & Whitney R-1690-40 600 h.p. | 26'3" 36' |
| 98. | BG-1 | Bomber, 1-engine, 2-crew, biplane, staggered wing, land-carrier | 1935 | Great Lakes | Pratt & Whitney R-1535-66 700 h.p. | 28'9" 36' |
| 99. | JF-2 | Utility, 1-engine, 2-crew, biplane, amphibian boat hull | 1935 | Grumman "Duck" | Pratt & Whitney R-1820-62 700 h.p. | 14'4" 39' |
| 100. | 03U-6 | Observation scout, 1-engine, 2-crew, biplane, convertible, land or sea | 1935 | Vought "Corsair" | Pratt & Whitney R-1340-12 550 h.p. | 27'2" 36' |
| 101. | RD-3 | Transport, 2-engine, 2-crew, 7-passenger, high-wing, monoplane, amphibian, boat hull | 1935 | Douglas | 2 Pratt & Whitney R-1340-96 450 h.p. | 45'2" 60' |
| 102. | SOC-1 | Scout observation, 1-engine, 2-crew, biplane, convertible, equipped for catapult | 1935 | Curtiss "Seagull" | Pratt & Whitney R-1340-18 550 h.p. | 26'10" 36' |
| 103. | F2A-1 | Fighter, 1-engine, 1-crew, mid-wing monoplane | 1936 | Brewster "Buffalo" | Pratt & Whitney R-1820-22 850 h.p. | 26' 35' |
| 104. | F3F-1 | Fighter, 1-engine 1-crew, biplane, land-carrier | 1936 | Grumman | Pratt & Whitney R-1535-84 650 h.p. | 23'5" 32' |
| 105. | 03U-1 | Observation, 1-engine, 2-crew, biplane, convertible, battleship and carrier | 1936 | Vought "Corsair" | Pratt & Whitney R-1340-96 450 h.p. | 29'11" 36' |

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| 106. | RD-2 | Transport, 2-engine, 2-crew, 7-passenger, high-wing monoplane, boat hull | 1936 | Douglas | 2 Pratt & Whitney R-1340-96 450 h.p. | 45'3" 60' |
| 107. | SU-4 | Scout, 1-engine, 2-crew, biplane, land-carrier | 1936 | Vought "Corsair" | Pratt & Whitney R-1690-42 600 h.p. | 28' 36' |
| 108. | XBG-1 | Experimental bomber, 1-engine, 2-crew, biplane, carrier | 1936 | Great Lakes | Pratt & Whitney R-1535-66 700 h.p. | 33'9" 36' |
| 109. | F2F-1 | Fighter, 1-engine, 1-crew, biplane, land-carrier | 1937 | Grumman | Pratt & Whitney R-1535-72 750 h.p. | 21'2" 28'6" |
| 110. | F3F-2 | Fighter, 1-engine, 1-crew, biplane | 1937 | Grumman | Pratt & Whitney R-1535-84 650 h.p. | 23'2" 32' |
| 111. | J2F-1 | Utility, 1-engine, 2-crew, biplane, amphibian, boat hull | 1937 | Grumman "Duck" | Pratt & Whitney R-1820-08 750 h.p. | 34' 39' |
| 112. | JO-2 | Transport, 2-engine, 2-crew, 6-passenger, low-wing monoplane | 1937 | Lockheed | 2 Pratt & Whitney aircraft R-985-48 400 h.p. | 36'4" 49'6" |
| 113. | SBC-3 | Scout bomber, 1-engine, 2-crew, biplane, carrier-land | 1937 | Curtiss "Helldiver" | Pratt & Whitney Aircraft, R-1535-94 750 h.p. | 28' 34' |
| 114. | XB2G-1 | Experimental bomber, 1-engine, 2-crew, biplane, land-carrier | 1937 | Great Lakes | Pratt & Whitney Aircraft, R-1535-94 750 h.p. | 28'10" 36' |

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| 115. | XF13C-3 | Experimental fighter, 1-engine, 1-crew, high wing monoplane, land-carrier | 1937 | Curtiss | Wright XR-1510-12 700 h.p. | 26'4" | 35' |
| 116. | J2F-2 | Utility, 1-engine, 2-crew, biplane, amphibian, boat hull | 1938 | Grumman "Duck" | Wright R-1820-30 750 h.p. | 33' | 39' |
| 117. | JRS-1 | Utility transport, 2-engine, 5-crew, parasol wing, high-wing, mono-plane, flying boat | 1938 | Sikorsky | Wright R-1690-52 600 h.p. | 51'1" | 86' |
| 118. | O3U-3 | Observation, 1-engine, 2-crew, biplane, convertible | 1938 | Vought "Corsair" | Pratt & Whitney Corp. R-1340-12 600 h.p. | 31' | 36' |
| 119. | SB2U-1 | Scout bomber, 1 engine, 2-crew, low-wing mono-plane | 1938 | Vought-Sikorsky "Corsair" | Pratt & Whitney Twin-Wasp 750 h.p. | 34' | 42' |
| 120. | SOC-3 | Scout observation, 1-engine, 2-crew, biplane, convertible catapult | 1938 | Curtiss Wright "Seagull" | Pratt & Whitney R-1340-22 550 h.p. | 31'1" | 36' |
| 121. | TG-1 | Torpedo-bomber, 1-engine, 3-crew, 2-float, biplane, convertible carrier | 1938 | Great Lakes | Pratt & Whitney R-1690-28 525 h.p. | 34'8" | 53' |
| 122. | F3F-3 | Fighter, 1-engine, 1-crew, biplane, land-carrier | 1939 | Grumman | Wright Cyclone 750 h.p. | 23'3" | 32' |
| 123. | J2F-2A | Utility, 1-engine, 1-crew, biplane, amphibian | 1939 | Grumman "Duck" | Wright R-1820-F5A 775 h.p. | 34' | 39' |

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| 124. J2F-4 | Utility, 1-engine, biplane, amphibian, boat hull | 1939 | Grumman "Duck" | Wright Cyclone 725 h.p. | 34' | 39' |
| 125. JRF-1A | Utility, 2-engine, 4-crew, high-winged, monoplane, boat hull | 1939 | Grumman "Goose" | 2 Pratt & Whitney Wasp Junior SB Radial 450 h.p. | 38'4" | 49' |
| 126. SBC-4 | Scout-bomber, 1-engine, 2-crew, biplane, land-carrier | 1939 | Curtiss "Helldiver" | Wright Cyclone R-1820-G-3 875 h.p. | 27'5" | 34' |
| 127. XSBC-4 | Experimental scout-bomber, 1-engine, 2-crew, biplane, land-carrier | 1939 | Curtiss "Helldiver" | Wright Cyclone R-1820-G-3 875 h.p. | 27'5" | 34' |
| 128. R3D-2 | Transport, 2-engine, 4-crew, high-wing monoplane | 1940 | Douglas | 2 Wright Cyclones GR-1820-G102A 1100 h.p. | 62'2" | 78' |
| 129. SBD-1 | Scout-bomber, 1-engine, 2-crew, low-wing monoplane | 1940 | Douglas "Dauntless" | Wright Cyclone R-1820 950 h.p. | 32' | 41' |
| 130. SNJ-2 | Scout trainer, 1-engine, 2-crew, low-wing monoplane | 1940 | North American "Texan" | Wright Whirlwind 400 h.p. | 28'11" | 42' |
| 131. F2A-3 | Fighter, 1-engine, 1-crew, mid-wing monoplane, carrier | 1940 | Brewster "Buffalo" | Pratt & Whitney F-1820-40 1000 h.p. | 26'4" | 35' |
| 132. F4F-3 | Fighter, 1-engine, 1-crew, mid-wing monoplane, carrier | 1941 | Grumman "Wildcat" | Pratt & Whitney Twin Wasp R-1830 1200 h.p. | 28'10" | 38' |
| 133. F4F-3A | Same configuration as number 132. | | | | | |

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| 134. FF-1 | Fighter, 1-engine, 2-crew, biplane, carrier | 1941 | Grumman; Naval Aircraft Factory | Wright SR-1820-F 890 h.p. | 24'6" | 34'6" |
| 135. JRB-2 | Utility-transport, 2-engine, 2-crew, 4-passenger, low-wing, monoplane | 1941 | Beech "Navigator" | 2 Pratt & Whitney Wasp Junior 450 h.p. | 34'3" | 47'8" |
| 136. JRF-4 | Utility-transport, 2-crew, 4-passenger, high-wing, monoplane, boat hull | 1941 | Grumman "Goose" | 2 Pratt & Whitney Wasp Junior R-985-ANG | 38'4" | 49' |
| 137. SB2U-3 | Scout bomber, 1-engine, 2-crew, low-wing, monoplane, carrier | 1941 | Vought-Sikorsky "Vindicator" | Pratt & Whitney Twin Wasp Junior 750 h.p. | 34'4" | 42' |
| 138. SBD-2 | Scout bomber, 1-engine, 2-crew, split-flaps, perforated dive brakes, low-wing monoplane | 1941 | Douglas "Dauntless" | Wright Cyclone 950 h.p. | 32' | 41' |
| 139. SNJ-3 | Scout trainer, 1-engine, 2-crew, low-wing monoplane | 1941 | North American "Texan" | Pratt & Whitney Wasp S3H1 550 h.p. | 29' | 42' |
| 140. TBD-1 | Torpedo bomber, 1-engine, 3-crew, low-wing monoplane, carrier | 1941 | Douglas "Devastator" | Pratt & Whitney Twin Wasp Junior 825 h.p. | 35'6" | 50' |
| 141. BD-2 | Bomber, 2-engine, 3-crew, mid-wing monoplane | 1942 | Douglas "Havoc" | 2 Wright R-2600-A5B 1600 h.p. | 47'3" | 61'4" |
| 142. F2A-2 | Fighter, 1-engine, 1-crew, low-wing monoplane | 1942 | Brewster "Buffalo" | Wright Cyclone 850 h.p. | 26' | 35' |

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| 143. F4F-3P | Same configuration as number 132. | | | | | |
| 144. F4F-4 | Same configuration as number 132. | | | | | |
| 145. F4F-7 | Long-range reconnaissance, 1-engine, 1-crew, mid-wing monoplane, no armament | 1942 | Grumman "Wildcat" | Wright R-1820 1100 h.p. | 28'10" | 38' |
| 146. F4U-1 | Fighter, 1-engine, 1-crew, inverted low-gull wing monoplane | 1942 | Vought Sikorsky "Corsair" | Pratt & Whitney R-2800-8 2000 h.p. | 30' | 40' |
| 147. GB-2 | Transport, 1-engine, 2-crew, 3-passenger, biplane | 1942 | Beech "Traveler" | Pratt & Whitney Wasp Junior 450 h.p. | 26' | 32' |
| 148. GH-1 | Transport, 1-engine, 1-crew, 3-passenger, hi-wing monoplane | 1942 | Howard "Nightingale" | Pratt & Whitney Wasp Junior 450 h.p. | 25'8" | 38' |
| 149. J2F-3 | Utility, 1-engine, 2-crew, biplane, amphibian | 1942 | Gruman "Duck" | Wright R-1820 F52 890 h.p. | 34' | 39' |
| 150. J2F-5 | Same configuration as number 149. | | | | | |
| 151. JE-1 | Utility transport, 1-engine, 2-crew, 3-passenger, hi-wing monoplane | 1942 | Bellanca "Pacemaker" | Wright Whirlwind R-975E3 420 h.p. | 27'11"" | 50'6" |
| 152. JRF-1 | Utility transport, 2-engine, 2-crew, 5-passenger, high-wing amphibian | 1942 | Grumman "Goose" | 2 Pratt & Whitney Wasp Junior SB radial 450 h.p. | 38'4" | 49' |

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| 153. | JRF-5 | Utility transport, 2-engine, 2-crew, 5-passenger, high-wing amphibian | 1942 | Grumman "Goose" | 2 Pratt & Whitney Wasp Junior SB radial 450 h.p. | 38'4" | 49' |
| 154. | N2T-1 | Trainer, 1-engine, 2-crew, low-wing monoplane | 1942 | Timm "Tutor" | Continental Engine 220 h.p. | 24'10" | 36' |
| 155. | N3N-3 | Trainer, 1-engine, 2-crew, biplane, floatplane, convertible to land use | 1942 | Naval Aircraft Factory "Yellow Peril" | Naval Aircraft Factory R-760-2 220 h.p. | 25'1" | 34' |
| 156. | NE-1 | Trainer, 1-engine, 2-crew, high-wing monoplane | 1942 | Piper "Grasshopper" | Continental 65 h.p. | 22'3" | 35'3" |
| 157. | OS2N-1 | Observation scout, 1-engine, 2-crew, low-wing floatplane, convertible to land use | 1942 | Naval Aircraft Factory "Kingfisher" | Pratt & Whitney Wasp Junior R-985 | 33'8" | 35'11" |
| 158. | OS2U-2 | Same configuration as number 157. | | | | | |
| 159. | OS2U-3 | Same configuration as number 157. | | | | | |
| 160. | PB4Y-1 | Patrol bomber, 4-engine, 6-10 crew, high-wing monoplane | 1942 | Consolidated "Liberator" | 4 Pratt & Whitney Twin Wasp R-1830-S4C4G 1200 h.p. | 66'4" | 110" |
| 161. | PBY-5A | Patrol bomber, 2-engine, 7-crew, parasol-wing amphibian boat hull | 1942 | Consolidated "Catalina" | 2 Pratt& Whitney Twin Wasp R-1830-S3C4G 1200 h.p. | 65'1" | 104" |

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| 162. R4D-1 | Transport, 2-engine, 3-crew, cargo, low-wing monoplane | 1942 | Douglas "Skytrain" | 2 Wright GR-1830-SIC3G 1200 h.p. | 64'6" | 95' |
| 163. R4D-3 | Same configuration as number 162. | | **"Skytrooper"** | | | |
| 164. R4D-4 | Same configuration as number 162. | | **"Skytrooper"** | | | |
| 165. R50-4 | Transport, 2-engine, 4-crew, 4-passenger, low-wing monoplane | 1942 | Lockheed "Lodestar" | 2 Wright R-1820 G205A 1200 h.p. | 49'10" | 65'6" |
| 166. SB2A-4 | Scout bomber, 1-engine, 2-crew, low-wing monoplane | 1942 | Brewster "Buccaneer" | Wright 14 GR-2600 1650 h.p. | 38'6" | 47' |
| 167. SBD-3 | Scout bomber, 1-engine 2-crew, low-wing monoplane, perforated flaps | 1942 | Douglas "Dauntless" | Wright R-1820 1100 h.p. | 33'1" | 41'7" |
| 168. SBD-4 | Scout bomber, 1-engine, 2-crew, low-wing monoplane, perforated flaps | 1942 | Douglas "Dauntless" | Wright R-1820 1200 h.p. | 33'1" | 41'7" |
| 169. SNC-1 | Scout trainer, 1-engine, 2-crew, low-wing monoplane | 1942 | Curtiss "Falcon" | Wright Whirlwind R-975E3 420 h.p. | 26'6" | 35' |
| 170. SNJ-1 | Scout trainer, 1-engine, 2-crew, low-wing monoplane | 1942 | North American "Texan" | Pratt & Whitney Wasp S3H1 550 h.p. | 29' | 42' |
| 171. SNJ-4 | Scout trainer, 1-engine, 2-crew, low-wing monoplane | 1942 | North American "Texan" | Pratt & Whitney Wasp R-1340 ANI 550 h.p. | 29' | 42' |
| 172. TBF-1 | Torpedo bomber, 1-engine, 3-crew, mid-wing monoplane | 1942 | Grumman "Avenger" | Wright Cyclone 14 1600 h.p. | 41' | 54'2" |

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| 173. AE-1 | Ambulance utility, 1-engine, 1-crew, 1-litter, high-wing monoplane | 1943 | Piper "Grasshopper" | Continental A-75-8 75 h.p. | 22'6" | 35'6" |
| 174. F6F-3 | Fighter, 1-engine, 1-crew, low-wing monoplane | 1943 | Grumman "Hellcat" | Pratt & Whitney R-2800-10 2000 h.p. | 33'7" | 42'10" |
| 175. F6F-3N | Same configuration as number 174. | | | | | |
| 176. FG-1 | Fighter, 1-engine, 1-crew, inverted, gull-wing monoplane | 1943 | Goodyear "Corsair" | Pratt & Whitney R-2800 2000 h.p. | 33'4" | 41' |
| 177. FM-1 | Fighter, 1-engine, 1-crew, mid-wing monoplane | 1943 | General Motors | Wright R-1820 1200 h.p. | 28'11" | 38' |
| 178. GB-1 | Utility transport, 1-engine, 2-crew, 3-passenger, biplane | 1943 | Beech "Traveler" | Pratt & Whitney Wasp Junior 450 h.p. | 26' | 32' |
| 179. GH-2 | Utility transport, 1-engine, 1-crew, 1-passenger, 2-litter, high-wing monoplane | 1943 | Howard "Nightingale" | Pratt & Whitney Wasp Junior 450 h.p. | 26' | 38' |
| 180. GK-1 | Utility transport, 1-engine, 2-crew, high-wing monoplane | 1943 | Fairchild "Forwarder" | Warner Super Scarab 165 h.p. | 23'10" | 36'4" |
| 181. HE-1 | Utility hospital transport, 1-engine, 1-crew, 1-litter, high-wing monoplane | 1943 | Piper "Grasshopper" | Continental A-75-8 75 h.p. | 27'6" | 35'6" |
| 182. J4F-1 | Utility, 2-engine, 3-crew, amphibian high-wing monoplane | 1943 | Grumman "Widgeon" | 2 Ranger 6-440C-5 200 h.p. Inline | 31' | 40' |

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| 183. J4F-2 | Same configuration as number 182. | | | | | |
| 184. JK-1 | Same configuration as number 180. | | | | | |
| 185. JM-1 | Utility, 2-engine, 3-crew, high-wing monoplane | 1943 | Martin "Marauder" | 2 Pratt & Whitney R-2800 2000 h.p. | 58'2" | 71' |
| 186. JRB-1 | Utility transport, 2-engine, 2-crew, 4-passenger, low-wing monoplane | 1943 | Beech "Expeditor" | 2 Pratt & Whitney Wasp Junior 450 h.p. | 34'3" | 47'8" |
| 187. JRC-1 | Utility transport, 2-engine, 2-crew, 3-passenger, low-wing monoplane | 1943 | Cessna "Bobcat" | 2 Jacobs R-7559 215 h.p. | 32'9" | 41'11" |
| 188. NH-1 | Trainer, 1-engine, 2-crew, high-wing monoplane | 1943 | Howard "Nightingale" | Pratt & Whitney Wasp Junior 450 h.p. | 26' | 38' |
| 189. NP-1 | Trainer, 1-engine, 2-crew, biplane | 1943 | Spartan | Lycoming R-680-8 220 h.p. | 24'2" | 33'8" |
| 190. PBJ-1 | Patrol-bomber, 2-engine, 5-crew, high-wing monoplane | 1943 | North American "Mitchell" | 2 Wright GR-2600 1600 h.p. | 52'10" | 67'6" |
| 191. PBJ-1D | Same configuration as number 190. | | | | | |
| 192. PBY-1 | Patrol-bomber, 2-engine, 5-crew, flying boat, parasol wing | 1943 | Consolidated Vultee "Catalina" | 2 Pratt & Whitney R-1830-92 1200 h.p. | 63'10" | 104' |
| 193. PV-1 | Patrol, 2-engine, 4-crew, mid-wing monoplane | 1943 | Vega "Ventura" | 2 Pratt & Whitney R-2800-S1A4G 2000 h.p. | 51'2" | 65'6" |

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| 194. | R4D-5 (C-47H) | Transport, 2-engine, 3-crew, 28-passenger, cargo, low-wing monoplane | 1943 | Douglas "Skytrain" | 2 Pratt & Whitney Twin Wasp R-1830 1200 h.p. | 63'10" | 95' |
| 195. | R5C-1 | Transport, 2-engine, 2-crew, 40-passenger, cargo, double deck low-wing monoplane | 1943 | Curtiss "Commando" | 2 Pratt & Whitney Double Wasp 2000 h.p. | 76'4" | 108'1" |
| 196. | R5D-5 (C-54S) | Transport, 4-engine, 6-crew, 49-passenger, cargo, low-wing monoplane | 1943 | Douglas "Skymaster" | 4 Pratt & Whitney 2000 h.p. | 93'11" | 117'6" |
| 197. | R50-1 | Transport, 2-engine, 4-crew, 14-passenger, low-wing monoplane | 1943 | Lockheed "Lodestar" | 2 Wright Cyclone 1000 h.p. | 49'9" | 65'6" |
| 198. | R50-5 | Transport, 2-engine, 4-crew, 12-passenger, low-wing monoplane | 1943 | Lockheed "Lodestar" | 2 Wright Cyclone 1000 h.p. | 49'9" | 65'6" |
| 199. | R50-6 | Transport, 2-engine, 3-crew, 18-passenger, low-wing monoplane | 1943 | Lockheed "Lodestar" | 2 Wright Cyclone 1000 h.p. | 49'9" | 65'6" |
| 200. | SB2C-1 | Scout-bomber, 1-engine, 2-crew, low-wing split flap monoplane | 1943 | Curtiss "Helldiver" | Wright R-2600 1750 h.p. | 35'8" | 49'9" |
| 201. | SBD-3P | Scout-bomber, 1-engine, 2-crew, low-wing perforated flap monoplane | 1943 | Douglas "Dauntless" | Wright R-1830 1200 h.p. | 34' | 41'7" |
| 202. | SBD-4P | Scout-bomber, 1-engine, 2-crew, low-wing perforated flap monoplane | 1943 | Douglas "Dauntless" | Wright R-1820 1200 h.p. | 33'11" | 41'6" |

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| 203. | SBD-5 | Same configuration as number 202. | | | | | |
| 204. | SBD-5A | Same configuration as number 202. | | | | | |
| 205. | SNB-1 | Trainer, 2-engine, 4-crew, low-wing monoplane | 1943 | Beech "Kansan" | 2 Pratt & Whitney Wasp Junior 450 h.p. | 34'3" | 47'8" |
| 206. | SNB-2 | Trainer, 2-engine, 4-crew, low-wing monoplane | 1943 | Beech "Navigator" | 2 Pratt & Whitney Wasp Junior 450 h.p. | 34'11" | 47'8" |
| 207. | SNJ-5 | Trainer, 1-engine, 2-crew, low-wing monoplane | 1943 | North American "Texan" | Pratt & Whitney Wasp R-1340 550 h.p. | 29' | 42' |
| 208. | SNV-1 | Scout-trainer, 1-engine, 2-crew, low-wing monoplane | 1943 | Vultee "Valiant" | Pratt & Whitney Wasp Junior 450 h.p. | 28'10" | 42' |
| 209. | TBM-1 | Torpedo-bomber, 1-engine, 3-crew, mid-wing monoplane | 1943 | General Motors "Avenger" | Wright R-2600 1600 h.p. | 41' | 54'2" |
| 210. | F3A-1 | Fighter, 1-engine, 1-crew, land, inverted gull-wing monoplane | 1944 | Brewster "Corsair" | Pratt & Whitney R-2800-8 2000 h.p. | 33'4" | 41' |
| 211. | F4U-1C | Fighter, 1-engine, 1-crew, land, inverted gull-wing monoplane first used w/20mm cannon for armament | 1944 | Vought "Corsair" | Pratt & Whitney R-2800-8W 2000 h.p. | 33'4" | 41' |
| 212. | F4U-1D | Fighter, 1-engine, 1-crew, land, inverted gull-wing monoplane, w/pylons for drop tanks | 1944 | Vought "Corsair" | Pratt & Whitney R-2800-8W 2000 h.p. | 33'4" | 41' |

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| 213. | F6F-3E | Fighter, 1-engine, 1-crew, land, low-wing monoplane | 1944 | Grumman "Hellcat" | Pratt & Whitney R-2800-10 2000 h.p. | 33'6" | 42'10" |
| 214. | F6F-3P | Same configuration as number 213. | | | | | |
| 215. | F6F-5 | Same configuration as number 213. | | | | | |
| 216. | F6F-5N | Same configuration as number 213. | | | | | |
| 217. | F6F-5P | Same configuration as number 213. | | | | | |
| 218. | F7F-1N | Fighter (carrier-catapult), 2-engine, 1-crew, land, high mid-wing monoplane | 1944 | Grumman "Tigercat" | 2 Pratt & Whitney R-2800-22 2000 h.p. | 45'4" | 51'6" |
| 219. | FG-1A | Fighter, 1-engine, 1-crew, land, inverted gull-wing monoplane | 1944 | Goodyear "Corsair" | Pratt & Whitney R-2800-9 2000 h.p. | 33'4" | 41' |
| 220. | GH-3 | Transport, 1-engine, 1-crew, 3-passenger, land, high-wing monoplane | 1944 | Howard "Nightingale" | Pratt & Whitney Wasp Junior 450 h.p. | 26' | 38' |
| 221. | J2F-6 | Utility, 1-engine, 2-crew, amphibian, biplane | 1944 | Columbia "Duck" | Wright R-1820-F52 890 h.p. | 34' | 39' |
| 222. | JRB-3 | Utility-transport, 2-engine, 2-crew, 3-4 passenger, land, monoplane | 1944 | Beech "Navigator" | 2 Pratt & Whitney Wasp Junior R-985 450 h.p. | 34'3" | 47'8" |
| 223. | JRB-4 | Utility-transport, 2-engine, 2-crew, 5 passenger, land, monoplane | 1944 | Beech "Navigator" | 2 Pratt & Whitney Wasp Junior R-985 450 h.p. | 34'3" | 47'8" |
| 224. | N2S-3 | Trainer, 1-engine, 2-crew, land, biplane | 1944 | Stearman "Kaydet" | Continental W-670 220 h.p. | 25' | 32'2" |

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| 225. | N2S-5 | Same configuration as number 224. | | | | | |
| 226. | OY-1 | Observation, 1-engine, 2-crew, convertible, high- | 1944 | Consolidated-Vultee "Sentinel" | Lycoming 0-435-C 190 h.p. | 24' | 34' |
| 227. | PBJ-1C | Same configuration as number 190. | | | | | |
| 228. | PBJ-1G | Same configuration as number 190. | | | | | |
| 229. | PBJ-1H | Patrol-bomber, 2-engine, 5-crew, land, high-wing, monoplane first use of 75mm cannon | 1944 | North American "Mitchell" | 2 Wright GR-2600-9 1600 h.p. | 54' | 67'5" |
| 230. | PBJ-1J | Same configuration as number 190. | | | | | |
| 231. | PBO-1 | Patrol-bomber, 2-engine, 5-crew, land, low-wing monoplane | 1944 | Lockheed "Hudson" | 2 Wright GR-1820-G205A 1200 h.p. | 44'4" | 65'6" |
| 232. | R3O-2 | Transport, 2-engine, 2-crew, 5-passenger, land, low-wing monoplane | 1944 | Lockheed | 2 Pratt & Whitney R-985 450 h.p. | 36'4" | 49'6" |
| 233. | R4D-2 | Transport, 2-engine, 3-crew, land, low-wing monoplane | 1944 | Douglas "Skytrooper" | 2 Pratt & Whitney | 64'5" | 95' |
| 234. | R4D-6 (C-47J) | Same configuration as number 194. | | | | | |
| 235. | SB2A | Scout-bomber, 1-engine, 2-crew, land, low-wing monoplane | 1944 | Brewster "Buccaneer" | Wright 14 R-2600-8 1600 h.p. | 39'2" | 47' |
| 236. | SB2C-1A | Scout-bomber, 1-engine, 2-crew, land, low-wing monoplane, split flaps | 1944 | Curtiss-Wright "Hell-Diver" | Wright 14 R-2600-8 1600 h.p. | 36'4" | 49'9" |

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| 237. | SB2C-1C | Scout-bomber, 1-engine, 2-crew, land, low-wing monoplane, split flaps | 1944 | Curtiss "Helldiver" | Wright R-2600-8 1600 h.p. | 36'4" | 49'9" |
| 238. | SB2C-3 | Scout-bomber, 1-engine, 2-crew, land, low-wing monoplane | 1944 | Curtiss "Helldiver" | Wright R-2600-20 1600 h.p. | 36'8" | 49'9" |
| 239. | SB2C-4 | Scout-bomber, 1-engine, 2-crew, land, low-wing monoplane, split flaps | 1944 | Curtiss "Helldiver" | Wright R-2600-20 1600 h.p. | 36'3" | 49'9" |
| 240. | SB2C-4E | Scout-bomber, 1-engine, 2-crew, land, low-wing monoplane, split flaps | 1944 | Curtiss "Helldiver" | Wright R-2600-20 1600 h.p. | 36'3" | 49'9" |
| 241. | SBD-6 | Scout-bomber, 1-engine, 2-crew, land, low-wing monoplane, perforated flaps | 1944 | Douglas "Dauntless" | Wright R-1820-66 1200 h.p. | 33' | 41'7" |
| 242. | SBF-1 | Scout-bomber, 1-engine, 2-crew, land, low-wing monoplane, split flaps | 1944 | Fairchild "Helldiver" | Wright R-2600-8 1600 h.p. | 36'4" | 49'9" |
| 243. | SBF-3 | Scout-bomber, 1-engine, 2-crew, land, low-wing monoplane, split flaps | 1944 | Fairchild "Helldiver" | Wright R-2600-20 1600 h.p. | 36'8" | 49'9" |
| 244. | SBW-3 | Scout-bomber, 1-engine, 2-crew, land, low-wing monoplane, split flaps | 1944 | Canadian Car and Foundry Company "Hell-Diver" | Wright R-2600-20 1600 h.p. | 36'8" | 49'9" |
| 245. | SNB-2C | Trainer, 2-engine, 5-crew, low-wing monoplane | 1944 | Beech "Navigator" | 2 Pratt & Whitney Wasp Junior R-985 450 h.p. | 34'3" | 47'8" |

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| 246. TBF-1C | Torpedo-bomber, 1-engine, 3-crew, land, mid-wing monoplane | 1944 | Grumman "Avenger" | Wright GR-2600 1600 h.p. | 41' | 54'2" |
| 247. TBM-1C | Same configuration as number 246. | | | | | |
| 248. TBM-3 | Same configuration as number 246. | | | | | |
| 249. F4U-4 | Fighter, 1-engine, 1-crew, land/carrier, inverted gull-wing monoplane | 1945 | Vought "Corsair" | Pratt & Whitney R-2800-18W 2200 to 2400 h.p. | 33'8" | 41' |
| 250. F6F-5E | Fighter, 1-engine, 1-crew, land, low-wing monoplane | 1945 | Grumman "Hellcat" | Pratt & Whitney R-2800-10W 2200 to 2400 h.p. | 33'7" | 42'10" |
| 251. F7F-2N | Fighter, 2-engine, 2-crew, land, high mid-wing monoplane | 1945 | Grumman "Tigercat" | 2 Pratt & Whitney R-2800-22W 2200 to 2400 h.p. | 31'2" | 51'6" |
| 252. F7F-2P | Same configuration as number 251. | | | | | |
| 253. F7F-3 | Same configuration as number 251. | | | | | |
| 254. F7F-3N | Same configuration as number 251. | | | | | |
| 255. F7F-3P | Fighter, 2-engine, 1-crew, land, high mid-wing monoplane | 1945 | Grumman "Tigercat" | 2 Pratt & Whitney R-2800-22W 2200 to 2400 h.p. | 31'2" | 51'6" |
| 256. FG-1D | Fighter, 1-engine, 1-crew, land, inverted gull-wing monoplane | 1945 | Goodyear "Corsair" | Pratt & Whitney R-2800-8 2000 h.p. | 33'5" | 41' |
| 257. FM-2 | Fighter, 1-engine, 1-crew, land, mid-wing monoplane | 1945 | General Motors "Wildcat" | Pratt & Whitney R-1820-56 1200 h.p. | 28'10" | 38' |

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| 258. | PB4Y-1F | Patrol-bomber, 4-engine, 6-crew, 10-passenger, land, high-wing monoplane | 1945 | Consolidated-Vultee "Liberator" | 4 Pratt & Whitney R-1830-43 1200 h.p. | 67'2" | 110' |
| 259. | PB4Y-1Z | Same configuration as number 258. | | | | | |
| 260. | SBF-4E | Scout-bomber, 1-engine, 2-crew, land, low-wing monoplane, split flaps | 1945 | Fairchild "Helldiver" | Wright R-2600-20 | 36'3" | 49'9" |
| 261. | SBW-4E | Scout-bomber, 1-engine, 2-crew, land, low-wing monoplane, split flaps | 1945 | Canadian Car and Foundry Company "Helldiver" | Wright R-2600-20 1600 h.p. | 36'3" | 49'9" |
| 262. | SNB-2H | Trainer, 2-engine, 2-crew, 2-passenger, 2-litter, land, low-wing monoplane | 1945 | Beech "Navigator" | 2 Pratt & Whitney Wasp Junior 450 h.p. | 34'3" | 47'8" |
| 263. | SNJ-6 | Scout-trainer, 1-engine, 2-crew, land, low-wing monoplane | 1945 | North American "Texan" | Pratt & Whitney 1340 AN-1 550 h.p. | 29' | 42' |
| 264. | TBM-1D | Torpedo-bomber, 1-engine, 3-crew, land, mid-wing monoplane | 1945 | General Motors "Avenger" | Wright R-2600-20 1600 h.p. | 41' | 54'2" |
| 265. | TBM-3E | Same configuration as number 264. | | | | | |
| 266. | TBM-3W | Same configuration as number 264. | | | | | |
| 267. | FT-1 | Fighter, 2-engine, 3-crew, land, mid-wing, monoplane, twin-boom tail | 1946 | Northrop "Black Widow" | 2 Pratt & Whitney R-2800-10 2000 h.p. | 48'11" | 66' |
| 268. | F4U-1B | Fighter, 1-engine, 1-crew, inverted gull-wing monoplane | 1946 | Vought "Corsair" | Pratt & Whitney R-2800-8 2000 h.p. | 33'5" | 41' |

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| 269. F4U-4P | Fighter, 1-engine, 1-crew, land, inverted gull-wing monoplane. | 1946 | Vought "Corsair" | Pratt & Whitney R-2800-18W 2000 h.p. | 33'8" | 41' |
| 270. F7F-1 | Fighter, 2-engine, 1-crew, land, high mid-wing monoplane | 1946 | Grumman "Tigercat" | 2 Pratt & Whitney R-2800-22W 2000 h.p. | 45'4" | 51'6" |
| 271. F7F-4N | Same configuration as number 270. | | | | | |
| 272. JM-2 | Utility, 2-engine, 3-crew, land, high-wing monoplane | 1946 | Martin "Marauder" | 2 Pratt & Whitney R-2800-43 2000 h.p. | 56'6" | 71' |
| 273. JRB-5 | Utility-transport, 2-engine, 2-crew, 5-passenger, land, low-wing monoplane | 1946 | Beech "Expeditor" | 2 Pratt & Whitney R-985 450 h.p. | 34'3" | 47'8" |
| 274. PB4Y-2 | Patrol-bomber, 4-engine, 11-crew, land, high-wing monoplane | 1946 | Consolidated-Vultee "Privateer" | 4 Pratt & Whitney R-1830-94 1200 h.p. | 74' | 110' |
| 275. R4D-6C | Transport, 2-engine, 3-crew, 28-passenger, cargo, land, low-wing monoplane | 1946 | Douglas "Skytrain" | 2 Pratt & Whitney R-1830-92 1200 h.p. | 64'5" | 95' |
| 276. R4D-7 | Transport, 2-engine, 3-crew, land, low-wing monoplane (R4D-6 modified as navigational trainer to accommodate 10 student navigators) blister top | 1946 | Douglas "Skytrain" | 2 Pratt & Whitney R-1830-92 1200 h.p. | 64'5" | 95' |
| 277. R5C-1Z | Transport, 2-engine, 2-crew, 40-passenger, land, low-wing monoplane | 1946 | Curtiss "Commando" | 2 Pratt & Whitney R-2800-51 2000 h.p. | 76'4" | 108'1" |

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| 278. | R5D-2Z | Transport, 4-engine, 6-crew, 22-passenger (10 berths), land, low-wing monoplane | 1946 | Douglas **"Skymaster"** | 4 Pratt & Whitney R-2000-7 1350 h.p. | 93'11" | 117'6" |
| 279. | R5D-3 (C-54Q) | Transport, 4-engine, 6-crew, 40-50 passenger, cargo, land, low-wing monoplane | 1946 | Douglas **"Skymaster"** | 4 Pratt & Whitney R-2000-11 1350 h.p. | 93'11" | 117'6" |
| 280. | R5D-3Z | Same configuration as number 279. | | | | | |
| 281. | RY-3 | Transport, 4-engine, 4-crew, 28-36 passenger, cargo, land, high-wing monoplane | 1946 | Consolidated-Vultee "Liberator Express" | 4 Pratt & Whitney R-1830-94 1200 h.p. | 66'4" | 110' |
| 282. | SB2C-5 | Scout-bomber, 1-engine, 2-crew, land, low-wing monoplane, split flaps | 1946 | Curtiss "Helldiver" | Wright R-2600-20 1600 h.p. | 35'8" | 49'9" |
| 283. | SNB-3 | Trainer, 2-engine, 4-crew, land, low-wing monoplane, split flaps | 1946 | Beech "Navigator" | 2 Pratt & Whitney R-985 450 h.p. | 34'3" | 47'8" |
| 284. | XF4U-4 | Experimental fighter, 1-engine, 1-crew, land, monoplane, inverted gull-wing | 1946 | Vought "Corsair" | Pratt & Whitney R-2800-18 2000 h.p. | 33'4" | 41' |
| 285. | XF8F-1 | Experimental fighter, (carrier), 1-engine, 1-crew, land, low-wing monoplane | 1946 | Grumman "Bearcat" | Pratt & Whitney R-2800-34W 2000 h.p. | 28'3 | 35'6" |
| 286. | F4U-4B | Fighter, 1-engine, 1-crew, land, monoplane, inverted gull-wing | 1947 | Vought "Corsair" | Pratt & Whitney R-2800-18 2000 h.p. | 33'4" | 41' |

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| 287. | FH-1 | Fighter (jet), 2-engine, 1-crew, land (carrier-catapult), low-wing monoplane | 1947 | McDonnell "Phantom" | 2 Westinghouse J-30 3000 lbs thrust | 38'9" | 40'9" |
| 288. | JD-1 | Utility, 2-engine, 3-crew, land, high-wing monoplane | 1947 | Douglas "Invader" | 2 Pratt & Whitney R-2800-71 2000 h.p. | 50'9" | 70' |
| 289. | JRB-6 | Utility-transport, 2-engine, 2-crew, 5-passenger, land, low-wing monoplane | 1947 | Beech "Expeditor" | 2 Pratt & Whitney R-985 450 h.p. | 34'3" | 47'8" |
| 290. | R4D-6R | Transport, 2-engine, 3-crew, 21-passenger, land, low-wing monoplane | 1947 | Douglas "Skytrain" | 2 Pratt & Whitney R-1830-92 1200 h.p. | 64'5" | 95' |
| 291. | R50-3 | Transport, 2-engine, 4-crew, 4-passenger, land, low-wing monoplane | 1947 | Lockheed "Lodestar" | 2 Wright Cyclone 1000 h.p. | 49'9" | 65'6" |
| 292. | SBW-5 | Scout-bomber, 1-engine, 2-crew, land, low-wing monoplane, split flap | 1947 | Canadian Car and Foundry Company "Helldiver" | Wright R-2600-20 1600 h.p. | 36'3" | 49'9" |
| 293. | SNB-2P | Trainer, 2-engine, 5-crew, land, low-wing monoplane | 1947 | Beech "Navigator" | 2 Pratt & Whitney R-985 450 h.p. | 34'3" | 47'8" |
| 294. | SNB-3E | Same configuration as number 293. | | | | | |
| 295. | SNB-3N | Trainer, 2-engine, 5-crew, land, low-wing monoplane | 1947 | Beech "Navigator" | 2 Pratt & Whitney R-985 Wasp Junior 450 h.p. | 34'3" | 47'8" |
| 296. | SNJ-4C | Trainer, 1-engine, 2-crew, land, low-wing monoplane | 1947 | North American "Texan" | Pratt & Whitney 1340 AN-1 550 h.p. | 29' | 42' |

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| 297. F4U-4N | Fighter, 1-engine, 1-crew, land, monoplane, inverted gull-wing | 1948 | Vought "Corsair" | Pratt & Whitney R-2800-18W 2000 h.p. | 33'8" | 41' |
| 298. F4U-5 | Fighter, 1-engine, 1-crew, land, monoplane, inverted gull-wing | 1948 | Vought "Corsair" | Pratt & Whitney R-2800-32W 2000 h.p. | 33'8" | 41' |
| 299. F4U-5P | Same configuration as number 298. | | | | | |
| 300. F7F-2D | Fighter, 2-engine, 2-crew, land, monoplane, high mid-wing | 1948 | Grumman "Tigercat" | 2 Pratt & Whitney R-2800-22W 2000 h.p. | 31'2" | 51'6" |
| 301. H03S-1 | Observation-utility (helicopter), 1-engine, 1-crew, 3-passenger, land | 1948 | Sikorsky | Pratt & Whitney R-985 450 h.p. | 57'½" | Rotor 48' |
| 302. HRP-1 | Transport (helicopter), 1-engine, 2-crew, 8 passenger, cargo, land | 1948 | Piasecki "Rescuer" (Flying Banana) | Pratt & Whitney R-1340 600 h.p. | 48' | Rotor 41' |
| 303. HTL-2 | Trainer (helicopter), 1-engine, 2-crew, land (used for observation-liaison missions) | 1948 | Bell | Franklin 6V4-178-B-32 178 h.p. | 41'2" | Rotor 35'1" |
| 304. R5D-4 | Transport, 4-engine, 6-crew, 30-50 passenger, cargo, land, low-wing monoplane | 1948 | Douglas "Skymaster" | 4 Pratt & Whitney R-2000-11-4-13 1450 h.p. | 93'11" | 117'6" |
| 305. T0-1 | Trainer (jet), 1-engine, 2-crew, land, low-wing monoplane | 1948 | Lockheed "Shooting Star" | Allison J-33-4600 lbs thrust | 34'6" | 38'10" |

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| 306. | F4U-4D | Fighter, 1-engine, 1-crew, land, inverted gull-wing monoplane | 1949 | Vought "Corsair" | Pratt & Whitney R-2800-18W 2000 h.p. | 33'8" | 41' |
| 307. | F4U-5N | Fighter, 1-engine, land, carrier-based, inverted gull-wing monoplane | 1949 | Vought "Corsair" | Pratt & Whitney R-2800-32W 2000 h.p. | 34'6" | 41' |
| 308. | F9F-2 | Fighter (jet), 1-engine, 1-crew, land, carrier-based, low-wing monoplane | 1949 | Grumman "Panther" | Pratt & Whitney J-42P-2 5750 lbs thrust | 40' | 38' |
| 309. | OY-2 | Observation, 1-engine, 2-crew, convertible, high-wing monoplane | 1949 | Consolidated-Vultee "Sentinel" | Lycoming O-435C 190 h.p. | 24' | 34' |
| 310. | SNB-3Q | Trainer, 2-engine, 5-crew, land, low-wing monoplane | 1949 | Beech "Navigator" | 2 Pratt & Whitney Wasp Junior 450 h.p. | 34'3" | 47'8" |
| 311. | SNB-5 (TC-45J) | Trainer, 2-engine, 2-crew, 4-passenger, land, low-wing monoplane | 1949 | Beech "Navigator" | 2 Pratt & Whitney Wasp Junior 450 h.p. | 34'3" | 47'8" |
| 312. | AD-3W | Attack, 1-engine, 3-crew, land, low-wing monoplane | 1950 | Douglas "Skyraider" | Wright R-3350-14 2500 h.p. | 39'4" | 50' |
| 313. | F2H-2 | Fighter (jet), 2-engine, 1-crew, land, carrier-based, low-wing monoplane | 1950 | McDonnell "Banshee" | 2 Westinghouse J34 WE-34 3000 lbs thrust | 40'2" | 41'7" |
| 314. | F9F-2B | Fighter (jet), 1-engine, 1-crew, land, low-wing monoplane | 1950 | Grumman "Panther" | Pratt & Whitney J-42-P 5750 lbs thrust | 40' | 38' |

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| 315. HRP-2 | Transport (helicopter), 1-engine, 2-crew, 8-passenger, cargo, land | 1950 | Piasecki "Rescuer" | Pratt & Whitney R-1340 Wasp 600 h.p. | 48' | Rotor 41' |
| 316. HTL-1 | Trainer (helicopter), 1-engine, 2-crew, land (used for observation-liaison missions) | 1950 | Bell | Franklin 6V4-178-B-32 178 h.p. | 41'2" | Rotor 35'1' |
| 317. P2V-2 | Patrol, 2-engine, 7-crew, land, high-wing monoplane | 1950 | Lockheed "Neptune" | 2 Wright R-3350-24W 2200 h.p. | 76'10" | 100' |
| 318. P2V-3 | Patrol, 2-engine, 7-crew, land, high-wing monoplane | 1950 | Lockheed "Neptune" | 2 Wright R-3350-26WA 2500 h.p. | 76'10" | 100' |
| 319. R4Q-1 | Transport, 2-engine, 5-crew, 42-troops, 35 litters, land, high-wing twin-boom tail monoplane | 1950 | Fairchild "Packet" | 2 Pratt & Whitney R-4360-20W 3500 h.p. | 86'6" | 109'3" |
| 320. R5D-2 | Transport, 4-engine, 6-crew, 30-50 passenger, cargo, land, low-wing monoplane | 1950 | Douglas "Skymaster" | 4 Pratt & Whitney 2000-11 1450 h.p. | 93'11" | 117'6" |
| 321. TBM-3Q | Torpedo-bomber, 1-engine, 3-crew, land, mid-wing monoplane | 1950 | General Motors "Avenger" | Wright R-2600-20 | 41' | 54'2" |
| 322. TO-2 | Same configuration as number 305. | | | | | |
| 323. AD-1 | Attack, 1-engine, 1-crew, land/carrier, low-wing monoplane | 1951 | Douglas "Skyraider" | Wright R-3350-24 2500 h.p. | 39'3" | 50' |

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| 324. | AD-2 | Same configuration as number 323. | | | | | |
| 325. | AD-2Q | Same configuration as number 323. | | | | | |
| 326. | AD-4W | Same configuration as number 323. | | | | | |
| 327. | F2H-2P | Fighter (jet), 2-engine, 1-crew, land, low-wing monoplane | 1951 | McDonnell "Banshee" | 2 Westinghouse J-34-WE34 3000 lbs thrust | 40'2" | 41'7" |
| 328. | F3D-1 | Fighter (jet), 2-engine, 2-crew, land, high-wing monoplane | 1951 | Douglas "Skyknight" | 2 Westinghouse J-34 3000 lbs thrust | 45' | 50' |
| 329. | F3D-2 | Fighter (jet), 2-engine, 2-crew, land, high-wing monoplane | 1951 | Douglas "Skyknight" | 2 Westinghouse J-46 5500 lbs thrust | 45' | 50' |
| 330. | F4U-5NL | Fighter, 1-engine, 1-crew, land, inverted gull-wing monoplane | 1951 | Vought "Corsair" | Pratt & Whitney R-2800-32W 2000 h.p. | 34'6" | 41' |
| 331. | F8F-2 | Fighter, 1-engine, 1-crew, land, low-wing monoplane | 1951 | Grumman "Bearcat" | Pratt & Whitney R-2800E 2000 h.p. | 27'6" | 35'6" |
| 332. | F9F-2P | Fighter (jet), 1-engine, 1-crew, land, low-wing monoplane | 1951 | Grumman "Panther" | Pratt & Whitney J-42P-Z 5750 lbs thrust | 40' | 38' |
| 333. | F9F-4 | Fighter (jet), 1-engine, 1-crew, land/carrier-based, low-wing monoplane | 1951 | Grumman "Panther" | Allison J-33A-8 4600 lbs thrust | 40' | 38' |
| 334. | H04S-1 | Observation (helicopter), 1-engine, 2-crew, 8-troop, land (used as a transport) | 1951 | Sikorsky | Pratt & Whitney R-1340-SIH-2 550 h.p. | 41'8" | Main Rotor 53' |

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| 335. | HRS-1 | Same configuration as number 334. | | | | | |
| 336. | HTL-3 | Trainer (helicopter), 1-engine, 2-crew, convertible (used for observation-liaison missions) | 1951 | Bell | Franklin 6V4-178-1332 178 h.p. | 41'4" | 35'1" |
| 337. | HTL-4 | Same configuration as number 336. | | | | | |
| 338. | OE-1 (O-1B) | Observation, 1-engine, 2-crew, land, high-wing monoplane | 1951 | Cessna | Continental 0470-11 213 h.p. | 25' | 36' |
| 339. | TBM-3R | Torpedo-bomber, 1-engine, 1-crew, 7-passenger/cargo, land, mid-wing monoplane | 1951 | General Motors "Avengers" | Wright R-2600-20 1600 h.p. | 41' | 54'2" |
| 340. | AD-3 | Attack, 1-engine, 1-crew, land/carrier-based, low-wing monoplane | 1952 | Douglas "Skyraider" | Wright R-3350-18 2500 h. p. | 39'3" | 50' |
| 341. | AD-3N | Attack, 1-engine, 3-crew, land/carrier-based, low-wing monoplane | 1952 | Douglas "Skyraider" | Wright R-3350-18 2500 h.p. | 39'3" | 50' |
| 342. | AD-4 | Same configuration as number 340. | | | | | |
| 343. | AD-4B | Same configuration as number 340. | | | | | |
| 344. | AD-4N | Same configuration as number 341. | | | | | |
| 345. | AD-4NL | Same configuration as number 340. | | | | | |
| 346. | AU-1 | Attack, 1-engine, 1-crew land, inverted gull-wing monoplane | 1952 | Vought "Corsair" | Pratt & Whitney R-2800 2000 h.p. | 34'6" | 41' |

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| 347. | F2H-2B | Fighter (jet), 2-engine, 1-crew, land, low-wing monoplane | 1952 | McDonnell "Banshee" | 2 Westinghouse J-34-WE34 3250 lbs thrust | 40'2" | 41'7" |
| 348. | F9F-5 | Fighter (jet), 1-engine, 1-crew, land/carrier, low-wing monoplane | 1952 | Grumman "Panther" | Pratt & Whitney J-48-P-4 6250 lbs thrust | 42' | 38' |
| 349. | F9F-5P | Same configuration as number 348. | | | | | |
| 350. | HO58-1 | Observation (helicopter), 1-engine, 2-crew, 1-passenger, land | 1952 | Sikorsky | Franklin 6V6-245-B16F 245 h.p. | 27'5" | Rotor 33' |
| 351. | HTK-1 | Trainer (helicopter), 1-engine, 2-crew, land (used for observation-liaison missions) | 1952 | Kaman | Lycoming O-435 240 h.p. | 20'6" | Rotor 41' |
| 352. | HRS-2 | Transport (helicopter), 1-engine, 2-crew, 8-troops/cargo, land | 1952 | Sikorsky | Pratt & Whitney R-1340 550 h.p. | 42'2" | Rotor 53' |
| 353. | HUP-1 | Utility (helicopter), 1-engine, 2-3-crew, land (2-crew for utility-cargo and 3-crew for search and rescue missions) | 1952 | Piasecki "Retriever" | Continental R-975-34 525 h.p. | 32' | Rotor Folded 39'3" |
| 354. | PBY-6A | Patrol-bomber, 2-engine, 8-crew, amphibian, parasol wing, boat hull | 1952 | Consolidated-Vultee | 2 Pratt & Whitney R-1830-92 1050 h.p. | 62'11" | 104' |
| 355. | PV-2T | Patrol, 2-engine, 5-crew, low-wing monoplane (conversion of PV-2 for electronic training) | 1952 | Lockheed "Harpoon" | 2 Pratt & Whitney Double Wasp 2000 h.p. | 52' | 65'6" |

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| 356. | R4D-5R | Transport, 2-engine, 3-crew, 21-passenger, land, low-wing monoplane | 1952 | Douglas "Skytrain" | 2 Pratt & Whitney R-1830-92 1200 h.p. | 64'5" | 95" |
| 357. | R4D-8 (C-117D) | Transport, 2-engine, 3-crew, cargo/35-troops/ 30 passengers/27-litters, land, low-wing monoplane | 1952 | Douglas "Skytrain" | 2 Pratt & Whitney R-1820-80 1200 h.p. | 67'8" | 90' |
| 358. | TBM-3N | Torpedo-bomber, 1-engine, 3-crew, land, mid-wing monoplane | 1952 | General Motors "Avenger" | Wright R-2600-20 1600 h.p. | 41' | 54'2" |
| 359. | TV-2 (T-33B) | Trainer (jet), 1-engine, 2-crew, land, low-wing monoplane, (formerly designated T0-2) | 1952 | Lockheed "Shooting Star" | Allison J-33-A-35 4600 lbs thrust | 37'8" | 38'10" |
| 360. | AD-4L | Attack, 1-engine, 1-crew, land, low-wing monoplane | 1953 | Douglas "Skyraider" | Wright R-3350 2500 h.p. | 39'2" | 50' |
| 361. | AD-4NA | Same configuration as number 360. | | | | | |
| 362. | AD-4Q | Same configuration as number 360. | | | | | |
| 363. | AD-5 (A1-E) | Same configuration as number 360. | | | | | |
| 364. | F2H-4 | Fighter (jet), 2-engine, 1-crew, land, low-wing monoplane | 1953 | McDonnell "Banshee" | 2 Westinghouse J-34-WE-34 3400 lbs thrust | 40'2" | 41'7" |
| 365. | F9F-6P | Fighter (jet), 1-engine, 1-crew, land/carrier, swept-wing monoplane | 1953 | Grumman "Cougar" | Pratt & Whitney J-48-P-8 5750 lbs thrust | 41'2" | 34'6" |

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|---|---|---|---|---|---|---|---|
| 366. | HRS-3 (CH-19E) | Transport (helicopter), 1-engine, 1-crew, 8-troop, land | 1953 | Sikorsky | Wright R-1300 100 h.p. | 42'2" | Rotor 53' |
| 367. | PV-2 | Patrol, 2-engine, 5-crew, land, mid-wing monoplane | 1953 | Lockheed "Harpoon" | 2 Pratt & Whitney Double Wasp 2000 h.p. | 52' | 65'6" |
| 368. | R4D-6Z | Transport, 2-engine, 3-crew, 15-17 passenger, land, low-wing monoplane | 1953 | Douglas "Skytrain" | 2 Pratt & Whitney R-1830-90C 1200 h.p. | 64'6" | 95' |
| 369. | R4Q-2 (C-119F) | Transport, 2-engine, 5-crew, 42-troop, land, high-wing twin boomtail monoplane | 1953 | Fairchild "Packet" | 2 Wright R-3350-85 3500 h.p. | 86'3" | 109'3" |
| 370. | SNB-5P (RC-45J) | Trainer, 2-engine, 5-crew, land, low-wing monoplane | 1953 | Beech "Navigator" | 2 Pratt & Whitney Wasp Junior 450 h.p. | 34'3" | 47'8" |
| 371. | AD-5N | Attack, 1-engine, 3-crew, land/carrier, low-wing monoplane | 1954 | Douglas "Skyraider" | Wright R-3350-26WA 2700 h.p. | 39' | 50'9" |
| 372. | AD-5W | Attack, 1-engine, 3-crew, land/carrier, low-wing monoplane | 1954 | Douglas "Skyraider" | Wright R-3350-26WA 2700 h.p. | 39' | 50'9" |
| 373. | F3D-2M | Fighter (jet), 2-engine, 2-crew, land, high wing, carrier | 1954 | Douglas "Skyknight" | 2 Westinghouse J-46 or J-34-WE-36 3600 lbs thrust | 45' | 50' |
| 374. | F7U-3 | Fighter (jet), 2-engine, 1-crew, land/carrier, delta wing | 1954 | Vought "Cutlass" | 2 Westinghouse J-46-WE8 3600 lbs thrust | 44'3" | 39'8" |

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|---|---|---|---|---|---|---|---|
| 375. | F9F-6 | Fighter (jet), 1-engine, 1-crew, low swept-wing, carrier | 1954 | Grumman "Cougar" | Pratt & Whitney J-48 7250 lbs thrust | 40'2" | 34'6" |
| 376. | FJ-2 | Fighter (jet), 1-engine, 1-crew, low swept-wing carrier | 1954 | North American "Fury" | General Electric J-47-GE-2 6000 lbs thrust | 37'6" | 37'1" |
| 377. | HTL-5 | Trainer (helicopter), 1-engine, 2-crew, convertible | 1954 | Bell | Franklin 6V4-200-C-32 200 h.p. | 41'3" | Rotor 35'2" |
| 378. | HUP-2 | Utility (helicopter), 1-engine, 2-crew, 1 passenger, land, 2-blades | 1954 | Piasecki "Retriever" | Continental R-975-42 525 h.p. | 32' blades re-tracted | 40'3" blades ex-tended |
| 379. | R5D-4R (C-54R) | Transport, 4-engine, 6-crew, 30-50-passenger/ cargo, land, low-wing monoplane | 1954 | Douglas "Skymaster" | 4 Pratt & Whitney R-2000-9 1450 h.p. | 93'11" | 117'6" |
| 380. | SNB-4 | Trainer, 2-engine, 2-crew, 4-passenger, land, low-wing monoplane | 1954 | Beech "Navigator" | 2 Pratt & Whitney Wasp Junior 450 h.p. | 34'3" | 47'8" |
| 381. | AD-6 | Attack-bomber, 1-engine, 1-crew, low-wing mono-plane, carrier | 1955 | Douglas "Skyraider" | Wright R-3350-26WA 2500 h.p. | 39' | 50'9" |
| 382. | FJ-3 | Fighter, 1-engine, 1-crew, low-swept wing monoplane, carrier | 1955 | North American "Fury" | Wright J-65-W-2 7200 lbs thrust | 37'6" | 38'1" |
| 383. | F9F-8 | Fighter, 1-engine, 1-crew, low-swept wing monoplane, carrier | 1955 | Grumman "Cougar" | Pratt & Whitney J-48-P-8 7250 lbs thrust | 48'7" | 34'6" |

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|---|---|---|---|---|---|---|---|
| 384. | HOK-1 (CH-43D) | Observation utility, helicopter, 1-engine, 2-crew | 1955 | Kaman | Pratt & Whitney R-1340 600 h.p. | 25' | Rotor 47' |
| 385. | PV-2T2 | Same configuration as number 355. | | | | | |
| 386. | OE-2 (O-1C) | Observation, 1-engine, 2-crew, high-wing monoplane | 1955 | Cessna "Birddog" | Continental O-470-2 265 h.p. | 25'8" | 36' |
| 387. | R4Y-1 (C-131F) | Transport, 2-engine, 4-crew, low-wing monoplane | 1955 | Convair | Pratt & Whitney R-2800 2000 h.p. | 79'2" | 105'4" |
| 388. | FJ-3M | Fighter, 1-engine, 1-crew, low-swept wing, monoplane, carrier | 1956 | North American "Fury" | Wright J-65-W-4B-18 7200 lbs thrust | 37'6" | 37'1" |
| 389. | FJ-4 | Fighter, 1-engine, 1-crew, low-swept wing, monoplane, carrier | 1956 | North American "Fury" | Wright J-65-W-18 7800 lbs thrust | 39'1" | 37'6" |
| 390. | F3D-2T2 | Night-fighter, 2-engine, 2-crew, high-wing monoplane, carrier | 1956 | Douglas "Skyknight" | 2 Westinghouse J-46 or J-34-We-36 4000 lbs thrust each | 45' | 50' |
| 391. | F3D-2Q (EF-10B) | Same configuration as number 390. | | | | | |
| 392. | F2H-3 | All-weather fighter, 2-engine, 1-crew, low-wing monoplane, carrier | 1956 | McDonnell "Banshee" | 2 Westinghouse J-34-WE-34 3600 lbs thrust each | 40'2" | 41'8" |
| 393. | F9F-8B | Fighter, 1-engine, 1-crew, low-swept wing monoplane, carrier | 1956 | Grumman "Cougar" | Pratt & Whitney J-48-P-8 7250 lbs thrust | 41'7" | 34'6" |

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|---|---|---|---|---|---|---|---|
| 394. | F9F-8P | Same configuration as number 392. | | | | | |
| 395. | F4D-1 (F-6A) | Fighter, 1-engine, 1-crew, delta wing, carrier | 1956 | Douglas "Skyray" | Pratt & Whitney J-57-P8 10,500 lbs thrust 14,500 lbs w/after-burner | 45'5" | 33'6" |
| 396. | H13D | Assault light helicopter, 3-crew, 12-passenger | 1956 | Bell | Franklin 6V4-178-B-32 178 h.p. | 56' | Rotor 37' |
| 397. | HR2S-1 (CH-37C) | Assault transport helicopter, heavy 3-crew, 36-passenger, or 20-litter | 1956 | Sikorsky | 2 Pratt & Whitney F-2800 2100 h.p. | Fuselage Rotor 72' | 82'10" |
| 398. | T-28B | Advanced trainer, liaison, 1-engine, 2-crew, low-wing monoplane, carrier | 1956 | North American "Trojan" | Wright R-1820-86 1450 h.p. | 34'4" | 40'7" |
| 399. | T-34B | Transition trainer, 1-engine, 2-crew, low-wing monoplane | 1957 | Beech "Mentor" | Continental O-470 22 h.p. | 25'11" | 32'10" |
| 400. | A4D-1 | Attack, 1-engine, 1-crew, low swept-wing delta type monoplane, carrier | 1957 | Douglas "Skyhawk" | Wright J-65-W-4 7200 lbs thrust | 39'1" | 27'6" |
| 401. | A4D-2 (A-4B) | Attack, 1-engine, 1-crew, low-swept wing delta type monoplane, carrier | 1957 | Douglas "Skyhawk" | Wright J65-W-16A 7700 lbs thrust | 39'1" | 27'6" |
| 402. | FJ-4B | Fighter, 1-engine, 1-crew, low-swept wing monoplane, carrier | 1957 | North American "Fury" | Wright J-65-W-16A 7700 lbs thrust | 37'6" | 39'1" |

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|---|---|---|---|---|---|---|---|
| 403. | F9F-8T (TF-9J) | Instrumental trainer, 1-engine, 2-crew, low-swept wing monoplane, carrier | 1957 | Grumman "Cougar" | Pratt & Whitney J-48-P-8 7250 lbs thrust | 44'5" | 34'6" |
| 404. | HUS-1 (UH-34D) | Utility helicopter transport, 1-engine, 3-crew, 12 passenger, 8-litter | 1957 | Sikorsky | Wright R-1820-84 1525 h.p. | 47'2" | Rotor 56' |
| 405. | HUS-1A | Same configuration as number 403. | | | | | |
| 406. | U1A | Utility liaison transport, 1-engine, 2-crew, 12-passenger, high-wing monoplane | 1957 | DeHaviland "Otter" | Pratt & Whitney R-1340-S1H1-G 600 h.p. | 41'10" | 58' |
| 407. | F8U-1 (F-8A) | Fighter, 1-engine, 1-crew, high-swept wing monoplane, carrier | 1958 | Chance Vought "Crusader" | Pratt & Whitney 5-57-P-4A 16,000 lbs thrust w/afterburner | 54'3" | 35'8" |
| 408. | F8U-1P (RF-8A) | Same configuration as number 406. | | | | | |
| 409. | F8U-1E (F-8B) | Fighter, 1-engine, 1-crew, high-swept wing monoplane, carrier | 1959 | Chance Vought "Crusader" | Pratt & Whitney J-57-P-12 16,000 lbs thrust w/afterburner | 54'3" | 35'8" |
| 410. | F8U-2 (F-8C) | All-weather fighter, 1-engine, 1-crew, high-swept wing monoplane, w/tailfins, carrier | 1959 | Chance Vought "Crusader" | Pratt & Whitney J-57-P-16 16,000 lbs thrust w/afterburner | 54'3" | 35'8" |
| 411. | A4D-2N (A-4C) | All-weather attack, 1-engine, 1-crew, low-swept wing, delta type, monoplane, carrier | 1960 | Douglas "Skyhawk" | Wright J-65-W-4 7200 lbs thrust | 39'1" | 27'6" |

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|---|---|---|---|---|---|---|---|
| 412. | UO-1 (U-11A) | Utility-transport, 2-engine, 2-crew, 4-place, low-wing, monoplane | 1960 | Piper "Aztec" | 2 Lycoming O-540A 250 h.p. | 27'6" | 37' |
| 413. | HUS-1Z (UH-34D) | Utility Helicopter transport, 1-engine, 3-crew, 12 passenger | 1960 | Sikorsky | Wright R-1820-84 1525 h.p. | 47'2" | rotor 56' |
| 414. | UF-1 (HU-16C) | Utility, 2-engine, 5-crew, 10-22 passengers, high-wing, amphibian monoplane | 1960 | Grumman "Albatross" | Wright R-1820-76A 1425 h.p. | 62'10" | 96'8" |
| 415. | F8U-2N (F-8D) | Fighter/all weather intercepter, 1-engine, 1-crew, high-swept wing monoplane, carrier | 1960 | Chance Vought "Crusader" | Pratt & Whitney J57-P-4A, 16,000 lbs thrust w/afterburner | 54'3" | 35'2" |
| 416. | R5D-5R (C-54T) | Transport, 4-engine, 6-crew, 30-50 passenger, cargo, low-wing monoplane | 1960 | Douglas "Skymaster" | Pratt & Whitney R-2000-11 1450 h.p. | 93'11" | 117'6" |
| 417. | HSS-2 (SH-3A) | Transport helicopter, 2-engine, 3-crew, 26-passenger | 1961 | Sikorsky | General Electric T58-GE-8B shaft turbine, 1250 h.p. | 54'9" | rotor 62' |
| 418. | R4D-8Z (VC-117D) | Staff transport, 2-engine, 3-crew, low-wing monoplane | 1961 | Douglas | Wright R-1820-80 1200 h.p. | 67'8" | 90' |
| 419. | GV-1 (KC-130F) | Transport/tanker, 4-engine, 5-7 crew, 92-passenger, high-wing monoplane | 1961 | Lockheed "Hercules" | Allison T56-A7 turboprop, 4050 h.p. | 97'9" | 132'7" |

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|---|---|---|---|---|---|---|---|
| 420. | T2V (T-1A) | Trainer, 1-engine, 2-crew, low-wing monoplane | 1961 | Lockheed | Allison J33-A-22 6100 lbs thrust | 38' | 42' |
| 421. | F4H-1 (F-4B) | Fighter/all-weather interceptor, 2-engine, 2-crew, low-wing monoplane | 1962 | McDonnell "Phantom II" | General Electric J79-GE-8, 17,000 lbs thrust | 58'3" | 38'5" |
| 422. | HSS-2Z (VH-3A) | **Staff Transport Helicopter, 2-engine, 3-crew, 12-passenger** | 1962 | Sikorsky | General Electric T58-GE-8B shaft turbine 1250 h.p. | 54'9" | rotor 62' |
| 423. | F8U-2NE (F-8E) | Fighter/all weather interceptor, 1-engine, 1-crew, high-swept wing monoplane, carrier | 1962 | Ling-Temco-Vought "Crusader" | Pratt & Whitney J57-P-4A, 16,000 lbs thrust w/afterburner | 54'6" | 35'2" |
| 424. | A4D-5 (A-4E) | Attack, 1-engine, 1-crew, low-swept wing monoplane, carrier | 1964 | Douglas "Skyhawk" | Pratt & Whitney J52-P-6, 8500 lbs thrust | 42' 10-3/4" | 27'5" |
| 425. | A2F-1 (A-6A) | All weather attack, 2-engine, 2-crew, mid-swept-wing monoplane | 1964 | Grumman "Intruder" | Pratt & Whitney J52-P-6 8500 lbs thrust | 54'7" | 53' |
| 426. | HRB-1 (CH-46A) | Transport helicopter, 2-engine, 3-crew, 17-25 passengers, 4000 lbs cargo | 1964 | Boeing-Vertol "Sea Knight" | General Electric T58-GE-8B shaft turbine, 1250 h.p. | 44'10" | rotors 50' ea |
| 427. | HU-1E (UH-1E) | Assault support helicopter, 1-engine, 2-crew, 7-passengers | 1964 | Bell | Lycoming T53-L-11 shaft turbine, 1100 h.p. | 41'7½" | rotor 48' |
| 428. | HU-2K1 (UH-2B) | Utility helicopter, 1-engine, 2-crew, 11-passengers | 1964 | Kaman "Seasprite" | General Electric T58-GE-8B shaft turbine, 1250 h.p. | 52'2" | rotor 44' |

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|---|---|---|---|---|---|---|---|
| 429. | HUK-1 (UH-43C) | Utility helicopter, 1-engine, 2-crew, 10-passenger | 1964 | Kaman "Huskie" | Lycoming T53-L-1B shaft turbine, 825 h.p. | 25'2" | rotors 47' |
| 430. | RF-4B | Reconnaissance, 2-engine, 2-crew, low-swept wing monoplane | 1965 | McDonnell "Phantom II" | General Electric J79-GE-8, 16,500 lbs thrust | 63' | 38'5" |
| 431. | EA-6A | Electronic warfare aircraft, 2-engine, 2-crew, mid-swept wing monoplane | 1965 | Grumman "Intruder" | Pratt & Whitney J52-P-6 8500 lbs thrust | 55'6" | 53' |

## Appendix 1

### OFFICER-IN-CHARGE, AVIATION(1)

| | | |
|---|---|---|
| Maj | Alfred A. Cunningham | 17 Nov 1919 - 12 Dec 1920 |
| LtCol | Thomas C. Turner | 13 Dec 1920 - 2 Mar 1925 |
| Maj | Edward H. Brainard | 3 Mar 1925 - 9 May 1929 |
| Col | Thomas C. Turner | 10 May 1929 - 28 Oct 1931(2) |
| Maj | Roy S. Geiger | 2 Nov 1931 - 29 May 1935 |
| Col | Ross E. Rowell | 30 May 1935 - 31 Mar 1936 |

### DIRECTORS OF AVIATION

| | | |
|---|---|---|
| Col | Ross E. Rowell | 1 Apr 1936 - 10 Mar 1939 |
| BGen | Ralph J. Mitchell | 11 Mar 1939 - 29 Mar 1943(3) |
| MajGen | Roy S. Geiger | 13 May 1943 - 15 Oct 1943 |
| BGen | Louis E. Woods | 15 Oct 1943 - 17 Jul 1944 |
| MajGen | Field Harris | 18 Jul 1944 - 24 Feb 1948 |
| MajGen | William J. Wallace | 25 Feb 1948 - 1 Sep 1950 |
| BGen | Clayton C. Jerome | 1 Sep 1950 - 1 Apr 1952 |
| LtGen | William O. Brice | 1 Apr 1952 - 31 Jul 1955 |
| LtGen | Christian F. Schilt | 1 Aug 1955 - 31 Mar 1957 |
| LtGen | Verne J. McCaul | 1 Apr 1957 - 2 Dec 1957(4) |
| MajGen | Samuel S. Jack | 14 Jan 1958 - 20 Feb 1958 |
| MajGen | John C. Munn | 21 Feb 1958 - 14 Dec 1959 |
| MajGen | Arthur F. Binney | 15 Dec 1959 - 10 Sep 1961 |
| Col | Keith B. McCutcheon | 11 Sep 1961 - 17 Feb 1962 |
| Col | Marion E. Carl | 18 Feb 1962 - 24 Apr 1962 |

### DEPUTY CHIEF OF STAFF (AIR)

| | | |
|---|---|---|
| Col | Marion E. Carl | 25 Apr 1962 - 4 Jul 1962 |
| BGen | Norman J. Anderson | 5 Jul 1962 - 20 Oct 1963 |
| MajGen | Louis B. Robertshaw | 21 Oct 1963 - 15 Apr 1966 |
| Col | Alan J. Armstrong | 16 Apr 1966 - 15 Jun 1966 |
| MajGen | Keith B. McCutcheon | 16 Jun 1966 - |

(1) On 1 Apr 1936 the title of the senior aviator attached to Headquarters, U. S. Marine Corps was changed from Officer in Charge, Aviation, to Director of Aviation, and on 25 Apr 1962 the title was changed again to Deputy Chief of Staff (Air).

(2) Hiatus due to accidental death of Col Turner in Haiti on 28 Oct 1931.

(3) Col Clayton C. Jerome was Acting Director 30 Mar - 12 May 1943.

(4) Col John L. Smith was Acting Director 3 Dec 1957 - 13 Jan 1958.

## Appendix 2

## AIRCRAFT LETTER AND NUMBER SYSTEM OF IDENTIFICATION

Marine aircraft were identified by the following letter-number system introduced in 1923 and in effect until 6 July 1962 when it was superceded by the system outlined in Appendix 3.

The first letter indicates the type of plane, the second the manufacturer with a number appended standing for the modification of the aircraft, e.g., an FF-2 is identified as a (F) fighter, by (F) Grumman, (2) second modification. A number inserted between type and manufacturer's letters indicates the model number of the designer's aircraft in the same class (the first model or design number "1" always omitted), e.g., an F6C-1 is identified as a (f) fighter, (6) sixth model, by (C) Curtiss, (1) first modification.

Suffixes have had to be added when aircraft have been equipped for special missions or have certain modifications, e.g., an SBD-4P is defined as a (SB) scout-bomber by (D) Douglas, (4) fourth modification, equipped for (P) photography.

### TYPE LETTERS

A - Attack; ambulance
B - Bomber
F - Fighter
G - Transport (single engine)
H - Helicopter; hospital
J - Transport and general utility
JR - Utility-transport
N - Trainer
O - Observation
OS - Observation-scout
P - Patrol
PB - Patrol-bomber
R - Transport (Multiengine)
S - Scout
SB - Scout-bomber
SN - Scout-trainer
SO - Scout-observation
T - Torpedo and bombing; trainer
TB - Torpedo-bomber
U - Utility
X - Experimental

### MANUFACTURERS' SYMBOLS

The year shown opposite the manufacturer indicated the first time that particular manufacturer's symbol appeared in the designation of aircraft assigned to the Marines.

A - DeHaviland (1960)
A - Atlantic (1927)
A - Brewster (1936)
B - Beech (1941)
B - Boeing (1925)
C - Cessna (1943)
C - Curtis (Curtis Wright) (1926)
D - Douglas (1923)
E - Bellanca (1923)
E - Cessna (1951)
E - Piper (1942)
F - Columbia (1944)
F - Fairchild (Canada) (1944)
F - Grumman (1934)

G - Great Lakes (1935)
H - Howard (1942)
H - McDonnell (1947)
J - North American (1940)
K - Fairchild (1943)
(U.S.)
K - Kaman (1952)
L - Bell (1951)
L - Loening (1926)
M - General Motors (1943)
M - Glenn L. Martin (1922)
N - Naval Aircraft (1942)
Factory
O - Piper (1960)
O - Lockheed (1939)
P - Piasecki (1952)
P - Pitcairn (1931)
P - Spartan (1937)
Q - Fairchild (1950)
R - Ford (1929)
S - Sikorsky (1931)
S - Stearman (1944)
T - New Standard (1931)
T - Northrop (1946)
T - Timm (1942)
U - Chance Vought (1927)
(Vought-Sikorsky)
V - Lockheed (1950)
V - Vega (1943)
V - Vultee (1943)
W - Canadian Car (1944)
and Foundry
W - Dayton-Wright (1925)
X - Cox-Klemin (1926)
Y - Consolidated (1926)
Y - Consolidated- (1942)
Vultee

## SUFFIX LETTERS

A - Amphibious
B - Special Armament
C - Carrier operation of noncarrier aircraft
D - Drone control
E - Special radar; special electronics
F - Flagship
H - Hospital
L - Winterized
M - Missile carrier
N - Night; all-weather
N(A) - All-weather stripped for day operations
NL - All-weather and winterized
P - Photographic
Q - Countermeasures
R - Transport-personnel/support
T - Training
W - Special search; air warning; airborne early warning
Z - Administrative

Appendix 3

STATUS PREFIX SYMBOLS
(CLASSIFICATION LETTERS)

| LETTER | TITLE | DESCRIPTION |
|---|---|---|
| G | Permanently Grounded | An aircraft permanently grounded, utilized for ground instruction and training. |
| J | Special Test, Temporary | Aircraft on special test programs by authorized organizations on bailment contract having a special test configuration or whose installed property has been temporarily removed to accommodate the test. At completion of the test the vehicle will be either returned to its original configuration or returned to standard operational configuration. |
| N | Special Test, Permanent | Aircraft on special test programs by authorized activities and on bailment contract, whose configuration is so drastically changed that return of aircraft to its original configuration or conversion to standard operational configuration is beyond practicable or economical limits. |
| X | Experimental | Aircraft in a developmental, experimental stage where basic mission and design number have been designated but not established as a standard vehicle for Service use. |
| Y | Prototype | Aircraft procured in limited quantities to develop the potentialities of the design. |
| Z | Planning | Designations used for identification purpose during the planning or predevelopment stage. |

MODIFIED MISSION SYMBOLS
(PREFIX LETTERS)

| LETTER | TITLE | DESCRIPTION |
|---|---|---|
| A | Attack | Aircraft designed to search out, attack and destroy enemy land or sea targets using conventional or special weapons. Also used for interdiction and close air support missions. |
| C | Cargo/Transport | Aircraft modified for carrying cargo and/or passengers. |
| D | Director | Aircraft capable of controlling a drone aircraft or a missle. |
| E | Special Electronic Installation | Aircraft possessing ECM capability or having electronic devices to permit employment as an early warning radar station. |
| H | Search Rescue | Aircraft having special equipment for performance of search and rescue missions. |
| K | Tanker | Aircraft having special equipment to provide in-flight refueling of other aircraft. |
| L | Cold Weather | Aircraft modified for operation in the arctic and antarctic regions; includes skis, special insulation and other ancillary equipment required for extreme cold weather operations. |
| M | Missile Carrier | Aircraft modified for carrying and launching guided and nonguided missiles as part of the weapons system. |
| Q | Drone | Aircraft capable of being controlled from a point outside the aircraft. |
| R | Reconnaissance | Aircraft having equipment permanently installed for photographic and/or electronic reconnaissance missions. |
| S | Antisubmarine | Aircraft modified so that it can now function to search, identify, attack, and destroy enemy submarines. |

| LETTER | TITLE | DESCRIPTION |
|---|---|---|
| T | Trainer | Aircraft specifically equipped or modified for training purposes. |
| U | Utility | Aircraft having small payload utilized or modified to perform miscellaneous missions such as carrying cargo or passengers, towing targets, etc. |
| V | Staff | Aircraft having accommodations such as chairs, tables, lounge, berths, etc., for the transportation of staff personnel. |
| W | Weather | Aircraft having meteorological equipment permanently installed. |

BASIC MISSION AND TYPE SYMBOLS

| LETTER | TITLE | DESCRIPTION |
|---|---|---|
| A | Attack | Aircraft designed to search out, attack and destroy enemy land or sea targets using conventional or special weapons. Also used for interdiction and close air support missions. |
| B | Bomber | Aircraft designed for bombing enemy targets. |
| C | Cargo/Transport | Aircraft designed for carrying cargo and/or passengers. |
| E | Special Electronic Installation | Aircraft possessing ECM capability or having electronic devices to permit employment as an early warning radar station. |
| F | Fighter | Aircraft designed to intercept and destroy other aircraft and/or missiles. |
| *H | Helicopter | A rotary-wing aircraft designed with the capability of flight in any plan; e.g., horizontal, vertical, or diagonal. |
| K | Tanker | Aircraft designed for in-flight refueling of other aircraft. |
| O | Observation | Aircraft designed to observe (through visual or other means) and report tactical information concerning composition and disposition of enemy forces, troops, and supplies in an active combat area. |
| P | Patrol | Long range, all weather, multi-engine aircraft operating from land and/or water bases, designed for independent accomplishment of the following functions; antisubmarine warfare, maritime reconnaissance, and mining. |
| S | Antisubmarine | Aircraft designed to search out, detect, identify, attack and destroy enemy submarines. |

| LETTER | TITLE | DESCRIPTION |
|---|---|---|
| T | Trainer | Aircraft designed for training personnel in the operation of aircraft and/or related equipment, and having provisions for instructor personnel. |
| U | Utility | Aircraft used for miscellaneous missions such as carrying cargo and/or passengers, towing targets etc. These aircraft will include those having a small payload. |
| *V | VTOL and STOL | Aircraft designed for vertical take-off or landing with no take-off or landing roll, or aircraft capable of take-off and landing in a minimum prescribed distance. |
| X | Research | Aircraft designed for testing configurations of a radical nature. These aircraft are not normally intended for use as tactical aircraft. |
| *Z | Airship | A self-propelled lighter-than-air aircraft. |

(*) Type symbols.

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